5 MAINTENANCE OF WAY EQUIPMENT

Q AND C

MAINTENANCE-OF-WAY EQUIPMENT

W RRS ©

To measure America's tomorrow . . . look to the railroads

FOREWORD

We are pleased to present this condensed catalog featuring three of the foremost names in railroad equipment: that of the Buda Division, which was acquired in 1956; the Q and C Division in 1960; and WRRS equipment, engineered by Western Railroad Supply Company.

We have purposely made this catalog concise so that we could highlight all of our maintenance-of-way equipment, yet include some items of our signal and communications division. Adequate information is given for ordering Buda and Q and C equipment. When ordering that of WRRS, please refer to your familiar WRRS General Catalog, Volumes 1 and 2, for complete information.

We assure that all Buda, Q and C, and WRRS equipment is designed and constructed to meet AAR Standards. It is competitively priced, and we pledge fastest possible shipment.

GEARED TO PROGRESS
P R I
MEMBER

WESTERN RAILROAD SUPPLY COMPANY
Division of Western Industries, Inc.
2742 West 36th Place Chicago 32, Illinois

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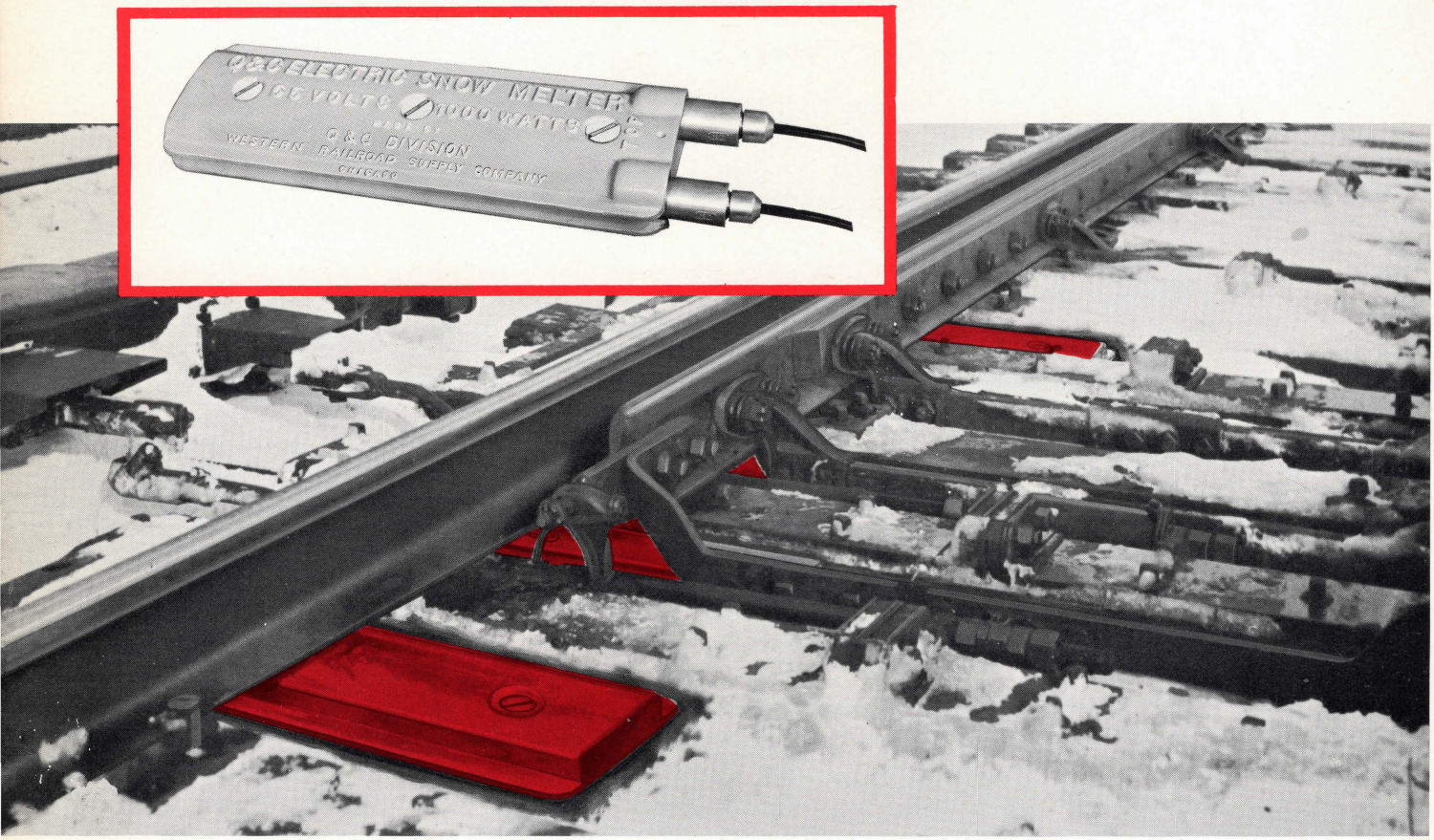
ELECTRIC SNOW MELTERS

Keep Switches Open...

during winter's worst storms

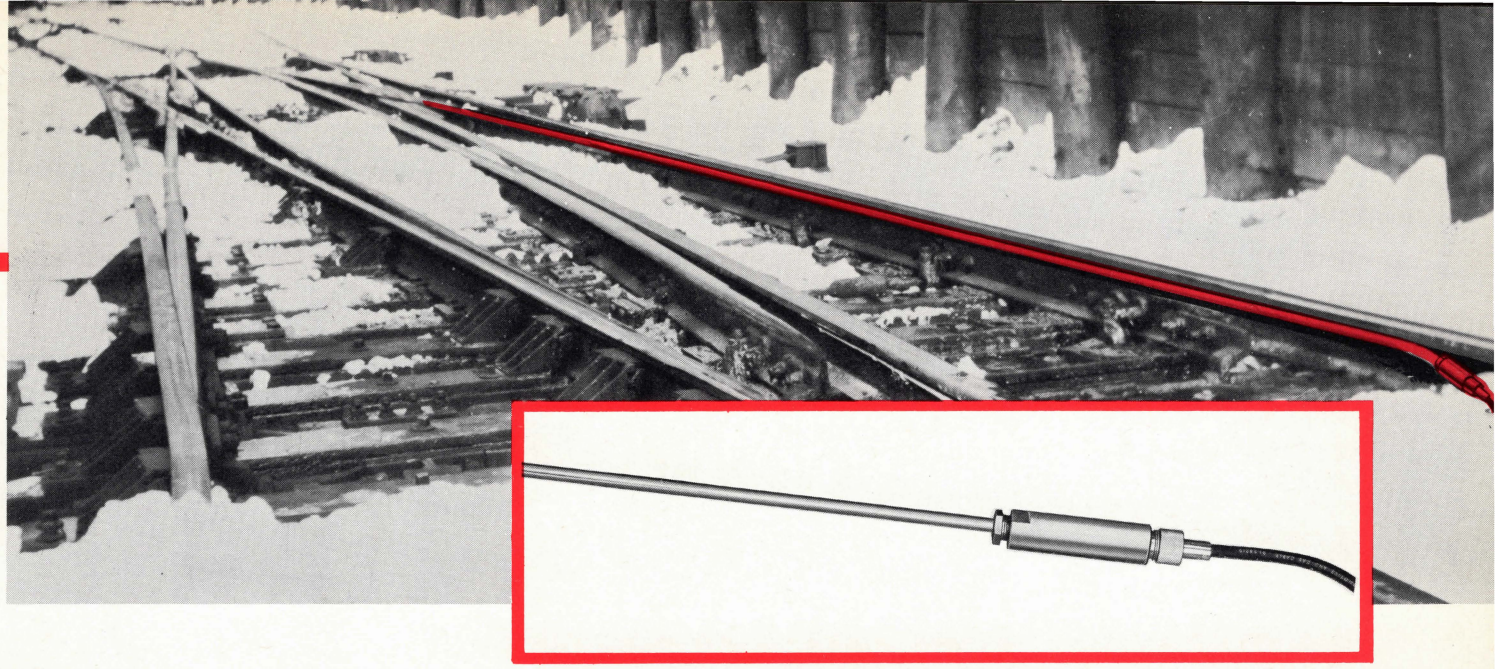
Your Dependable, Winter-Wise

Solution for Snow-Free Switches



BALLAST

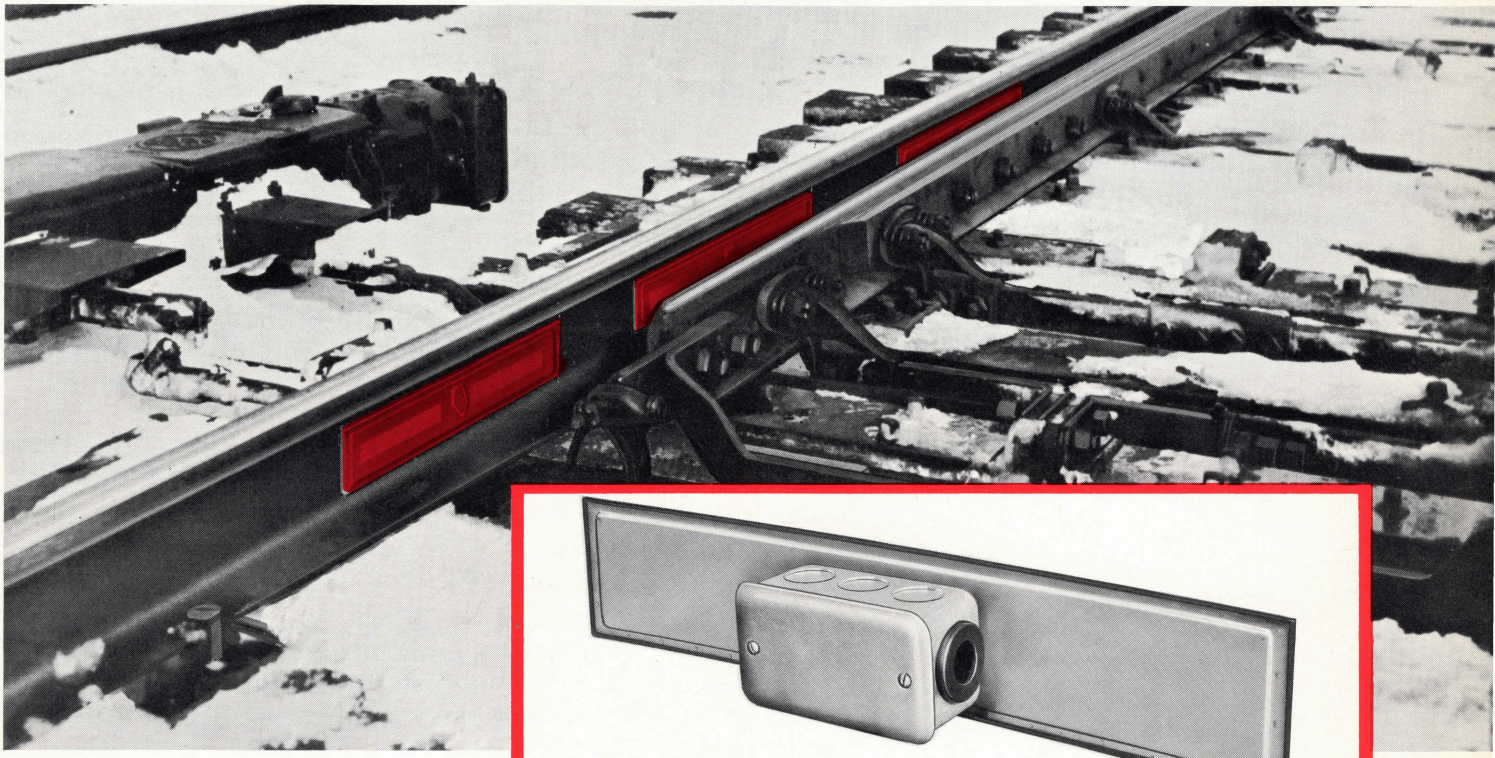
BALLAST units are placed in a series, loosely on the ballast under the switch points, close to base of the rail. They are furnished for either 47 or 55 volts, A.C. or D.C., and can be placed on 110, 220, 440 or 660 volt circuits. Each unit consumes 1000 watts, and attains a temperature of 284 degrees in fifteen minutes with a maximum of 650 degrees in approximately an hour.

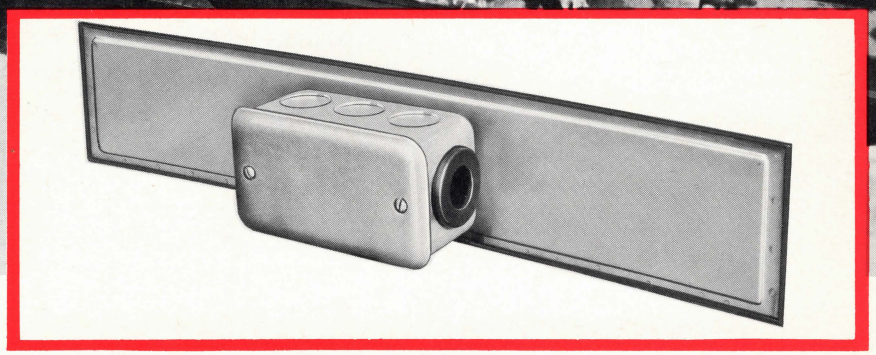


TUBULAR

TUBULAR heaters are quickly and permanently attached to stock rails, between movable point and rail, assuring efficient placement of the heated zone. Heater element is enclosed in seamless stainless steel tubing, with brass terminal housing and moisture-proof fittings. Available for A.C. or D.C. Insulated cable lead ten feet long furnished unless otherwise requested. Wattage, voltage and length are supplied to your specifications.

When ordering TUBULAR *units specify heated length, voltage and wattage required.*

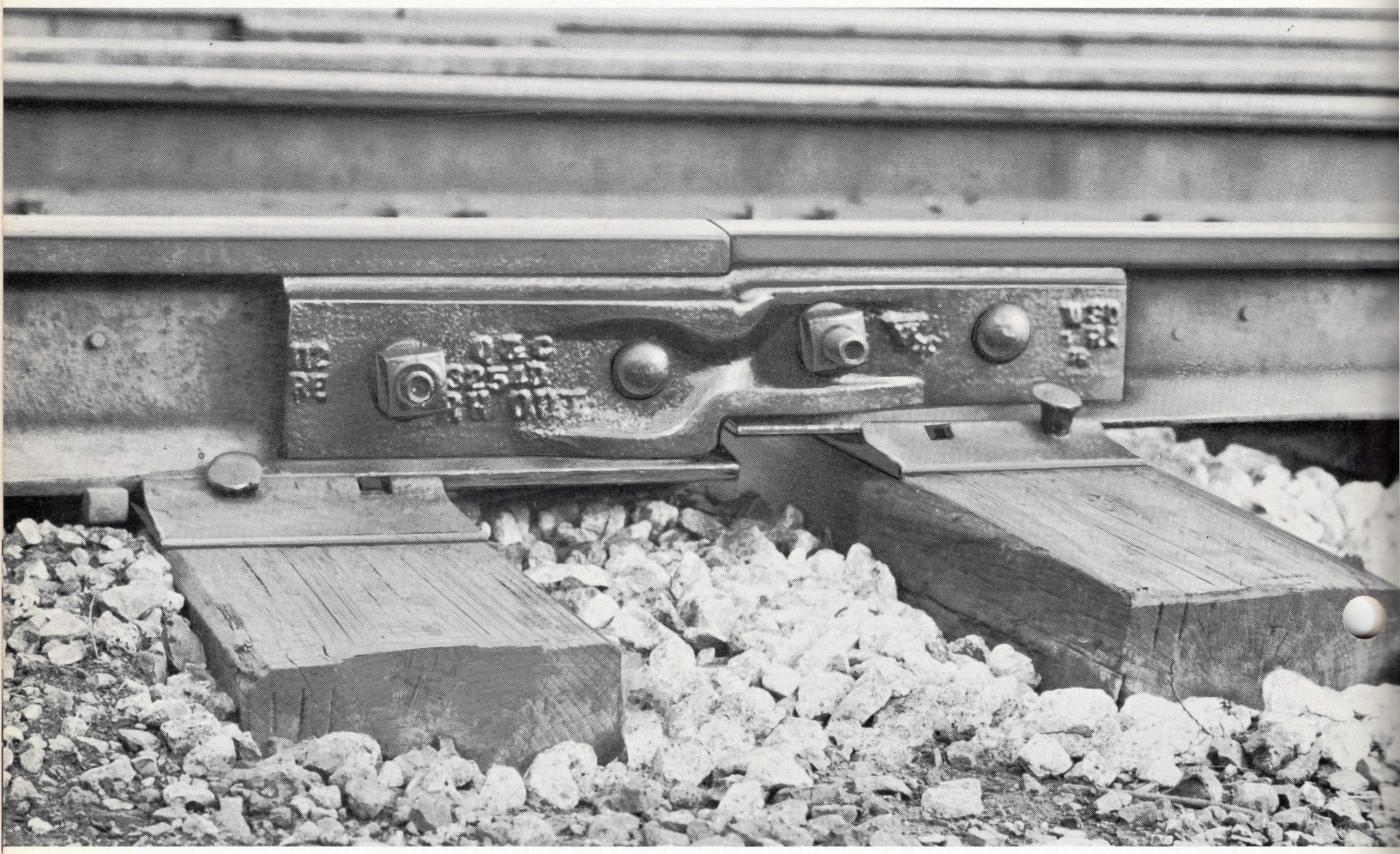




PLATE

PLATE heaters are compact (3″ x 15″), with stainless steel housing; rated at 230 volts, 500 watts, A.C. or D.C. Units can be attached to the inside of web of stock rail and spaced to provide the desired level of heat throughout the length of the switch point. To obtain a lower level of heat in the rear portion of switch, two units may be connected in a series. Units assure dependability, minimum maintenance under all operating conditions.

STEP JOINTS REINFORCED



Q and C Compromise Joints have set a notable in-service record for accuracy and dependability.

Used

Proven

Preferred

MAXIMUM DEPENDABILITY

They are designed with particular reinforcement at the center—where strength is vital for maximum rail-end durability—and made of alloy cast steel or of rolled and forged steel, heat treated, to bear the impacts of heavy service.

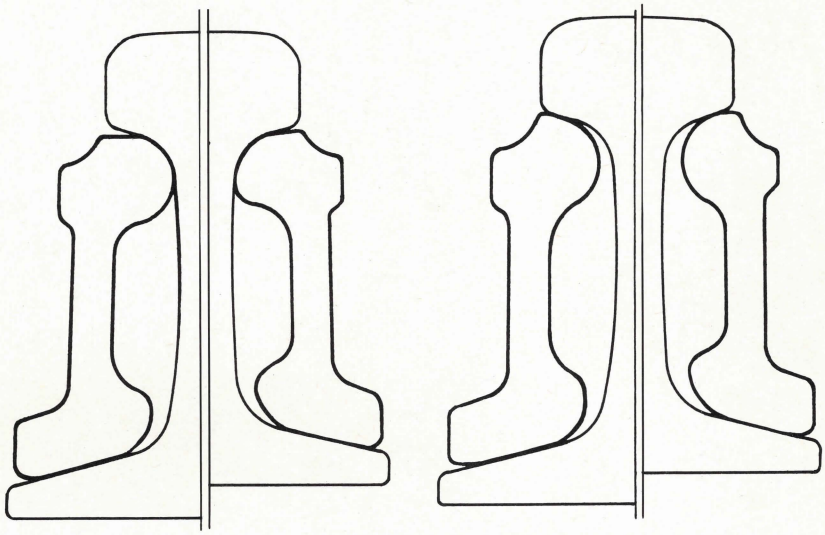
PREVENT RAIL-END BATTER

We can provide the most suitable surface to prevent batter on rail-ends —just specify the average allowance for head wear on old rails—further reducing maintenance cost.

...HEAT TREATED

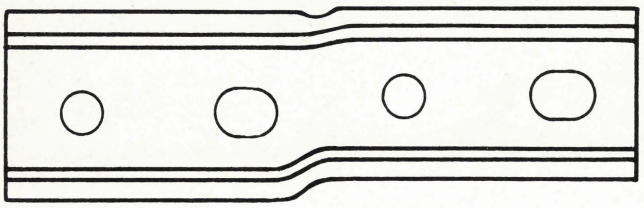
Typical Half Section

To determine a left hand and right hand joint, the observer stands in the center of the track always facing the joint. If the heavy rail is to his left, the joint is left hand. If the heavy rail is to his right, the joint is right hand.



Head-free Joint

Head-contact Joint



Elevation of Joint

Each joint consists of one inside and one outside bar. One R.H. and one L.H. joint form a set.

When ordering specify the following:

- **a.** Amount of top rail head wear
- **b.** Hole diameters
- **c.** Location of holes
- **d.** Dimensions of center line of hole above base of rail

Various combinations of cast-steel joints ranging from 60 to 136 lbs. available.

Normally supplied in 24″, 30″ and 36″ lengths.

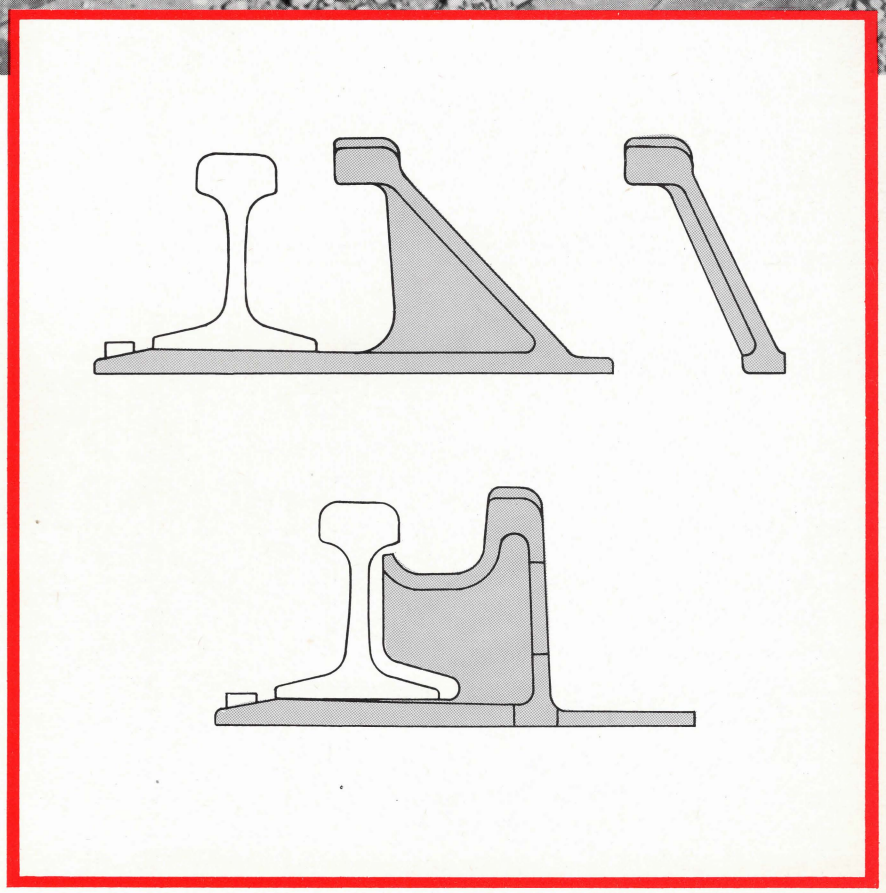
Rolled-steel joints also available. Ask for them on your next order.

Let Q and C Step Joints demonstrate real economy on strength of merit!

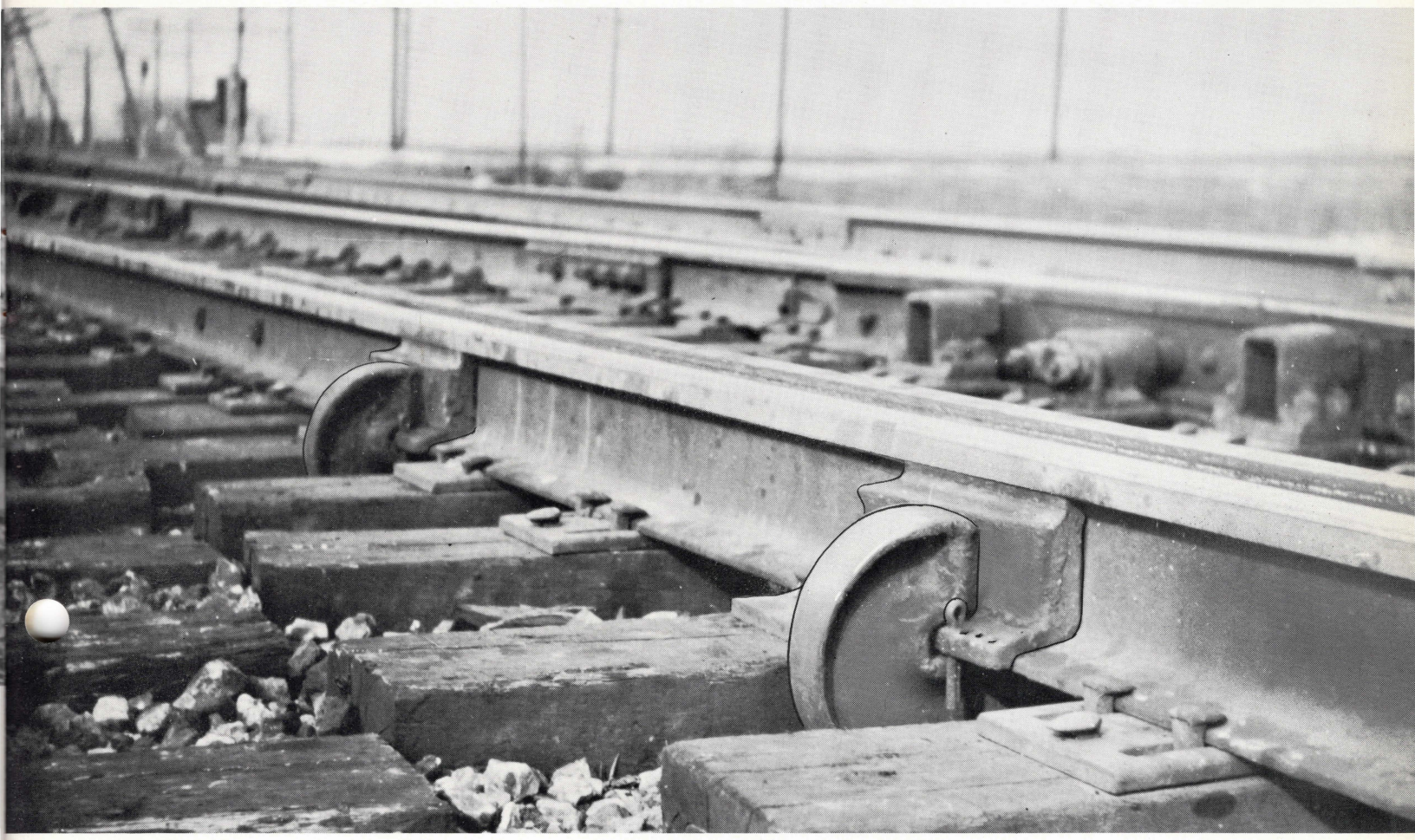
ONE-PIECE GUARD RAIL

Less Labor Required

. . . with Q and C Manganese Steel Guard Rail. The sturdy arch design with extra wide plates and bracing will resist the thrusts of the heaviest equipment, and speed up the work of laying rail through turnouts.



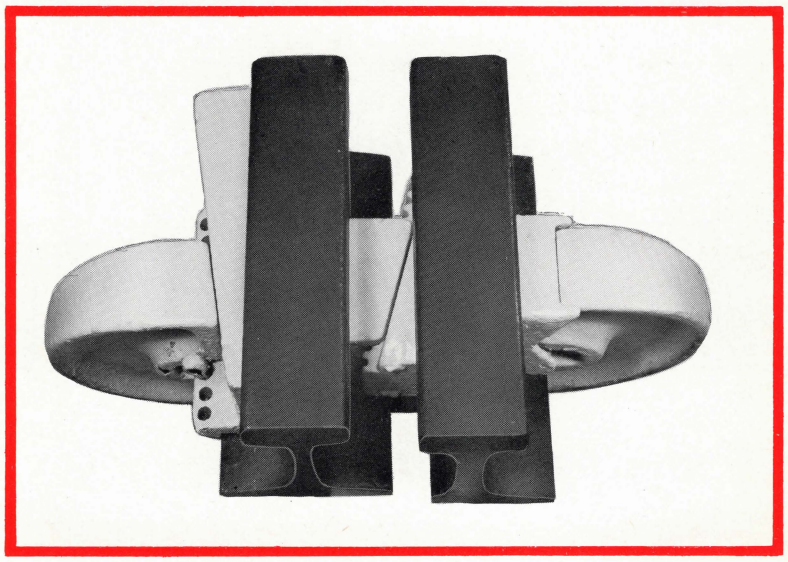
GUARD RAIL CLAMPS



"A BULL DOG GRIP!"

The Q and C Universal Guard Rail Clamp is recognized as a strong and safe means for holding the guard rail against the thrusts of heavy traffic. The wedge, adjustable filler blocks and shoe are malleable iron, designed to assure accurate fitting to the rail section.

The universal design of the yoke permits its use on a wide range of rail sections, which simplifies and reduces inventory.

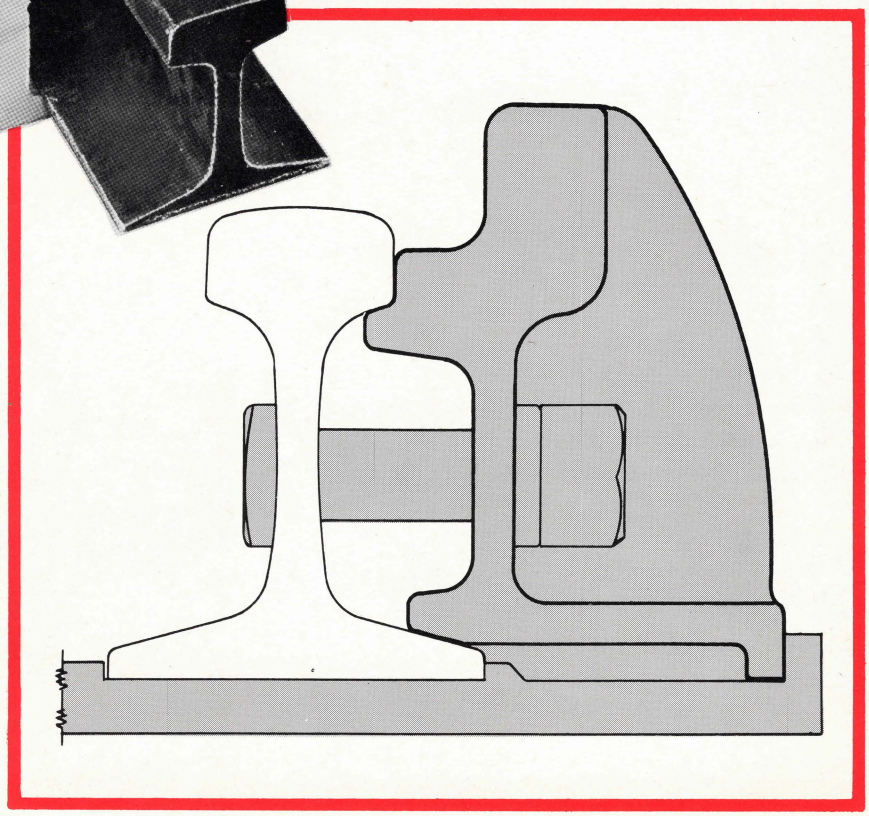


SWITCH POINT GUARDS

Save Renewals of Switch Points and Stock Rails

Q and C Switch Point Guards eliminate derailments caused by sharp flanges climbing on worn points, and give longer life to the point and stock rail. The double-flare design protects the points from wear from either facing point or trailing movements. A full width is maintained on the head of the rail next to the guard, resulting in a durable and efficient fit for the point. They are made of solid manganese steel, properly reinforced.

One piece solid manganese steel, properly reinforced with integral casting!



When ordering please specify the following information:

1. Tie spacing at the point.
2. Type or section number of rail.
3. Thickness of slide plate and shoulder.
4. Distance from base of rail to inside of shoulder of slide plate.
5. Height of shoulder outside of track.
6. Location of spike holes in slide plate.
7. Height and width of shoulder at base of rail if a double-shoulder slide plate is used.
8. If slide plate is for use with adjustable braces please send sketch or blue prints with dimensions.

Q and C Manganese Switch Point Guards will help keep traffic moving in yards and terminals without delays caused by sharp wheel flanges climbing on worn points.

PORTABLE, SLIDING AND

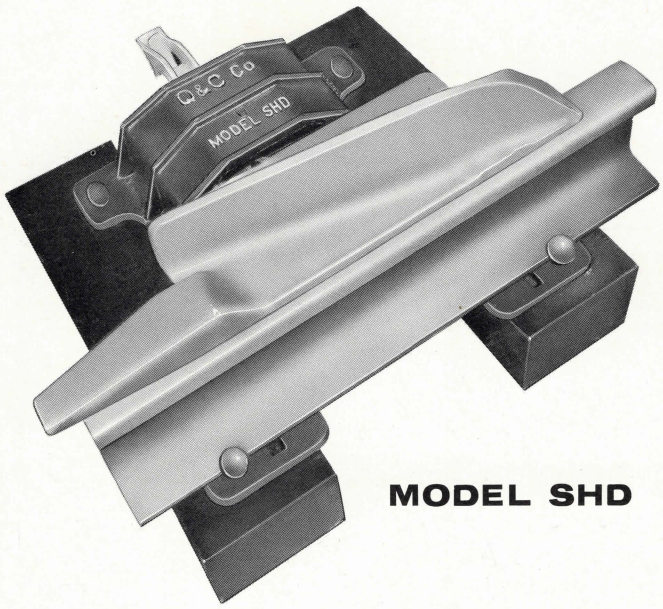
Q AND C BLUE FLAG PORTABLE DERAILS provide greater protection for personnel working on track as well as to equipment and cars set out on sidings, and in similar situations. Units are compact, require no spiking, and are used where only a temporary installation is necessary. A metal disc, permanently attached to the derail, has a hook for attaching a lantern. Derail blocks are the same general design as other Q and C derails.

MODEL P Single-End Derail is made in both right hand and left hand; block is 15″ long, weight approximately 40 lbs.

MODEL PD Double-End Derail serves as both a right-and-left-hand derail; block is 22″ long, weight approximately 55 lbs.

Both are equipped with eccentric discs which automatically lock derails to the rail, also equipped for switchlock or padlock. *One size of derail fits all rail sections from 55 to 130 lbs.*

MODEL PD



MODEL SHD

SPECIAL HEAVY-DUTY DERAIL

Also available SPECIAL HEAVY-DUTY DERAIL

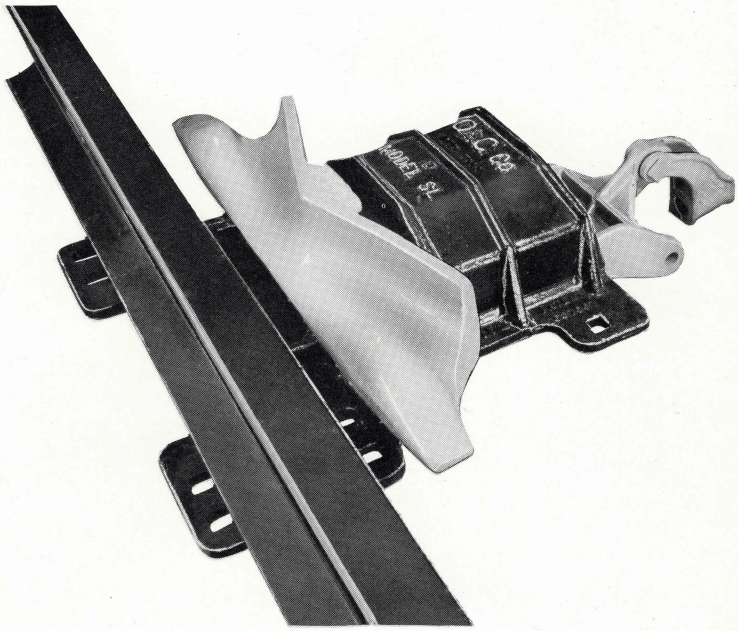
Write us for further information

HAND THROW DERAILS

Adjustable Feature

All models are adjustable to heights of rail by raising or lowering the pivot rod. This permits the use of one model over a wide range of rail heights and eliminates the necessity of carrying many sizes in stock; thus, reducing inventory.

Q AND C HAND THROW DERAILS are made for use on rail up to 7⅛″. They are equipped with three lugs—one for locking when fitted to the high rails, another for locking when fitted to low rails, and a third for target stand connection. Designed for use on sidings and spurs, they will derail equipment at ordinary speeds. These derails have a recessed hand grip in the derail block to facilitate its removement or replacement on the rail.



MODEL SL

Q AND C PORTABLE, SLIDING and HAND THROW MODELS

Select the Model for Your Need

MODEL		TYPE	SIZE
Portable Derail	PD	Two-Way Throw	Fits all rail sections
Portable Derail	P	One-Way Throw*	Fits all rail sections
Sliding Derail	SD	Two-Way Throw	Fits rail 5″ to 7⅛″ high
Sliding Derail	SL	One-Way Throw*	Fits rail 5″ to 7⅛″ high
Hinge Derail	HS1	Hand Throw One-Way Throw*	Fits rail under 5″
Hinge Derail	HS2	Hand Throw One-Way Throw*	Fits rail under 5″
Hinge Derail	HL2	Hand Throw One-Way Throw*	Fits rail 4⅝″ to 6¼″ high
Hinge Derail	HL3	Hand Throw One-Way Throw*	Fits rail 6″ to 7⅛″ high
Hinge Derail	HD2	Hand Throw Two-Way Throw	Fits rail 4⅝″ to 6¼″ high
Hinge Derail	HD3	Hand Throw Two-Way Throw	Fits rail 6″ to 7⅛″ high

*Can be supplied with either right or left throw

Operating stands for use with above can be supplied as follows:
MODEL 75M for use with Models SD, SL, SR *only*
MODEL 1240 target stand with target and 5′ 10″ rod or 6′ 10″ rod can be supplied for use with Models HS1, HS2, HL2, HL3, HD2, HD3

PORTABLE CAR STOPS

CAR STOPS

SPACE SAVING AND ECONOMICAL—Q and C Car Stops are economical. Require minimum track space and minimum labor. No drilling necessary. Wedge firmly to the rails. One size is suitable for all sections of rail in yards and side tracks. Made of high grade cast steel.

The car stop is suitable for all T sections of rail, 56 lb. 4¼″ high to 152 lb. 8″ high.

For proper application of the car stop, bolt the two clamp wedges lightly, and drive the car stop casting with a sledge hammer until it grips the railhead securely and when firmly gripped, then draw the four bolts tight. No further attention is necessary.

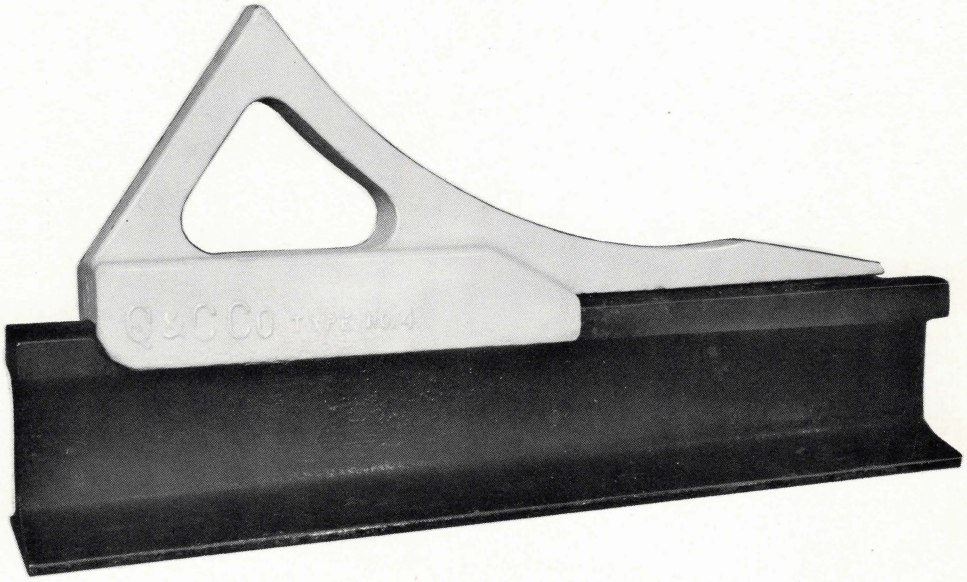
- No rail drilling is necessary.
- Ballast and ties are not disturbed.
- Simple in design with few parts.
- Made of high grade cast steel.

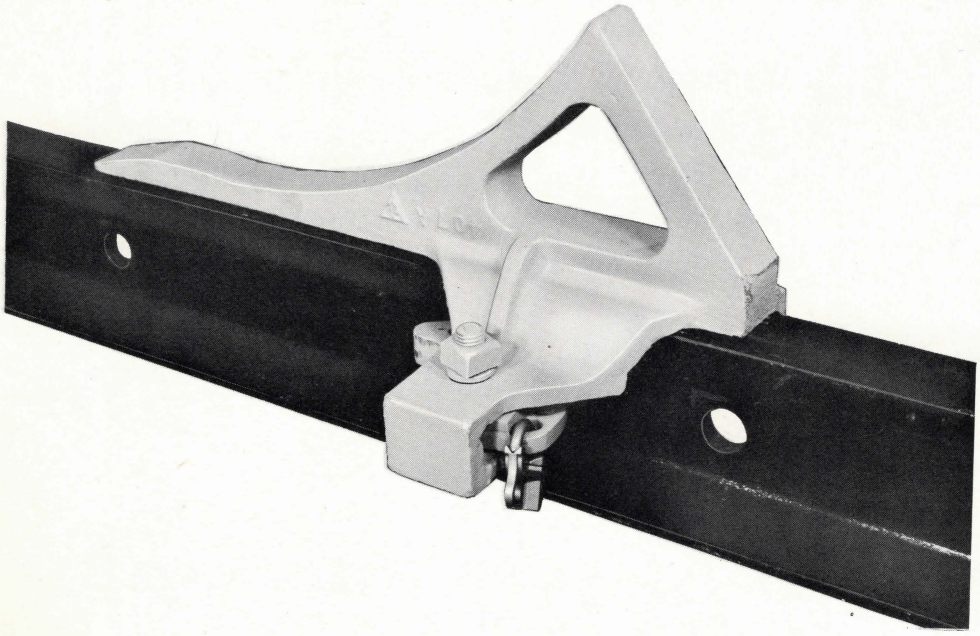
The shock of wheels striking the stop is carried down to the rail and is absorbed by the double wedge feature of the device.

AND TRACK SKATES

PORTABLE TRACK SKATE

Dependable for Years of Service— Effectively stops rolling cars with uniform, sliding deceleration and to prevent flat wheels and stop runaway cars on a grade, trestle, or in gravity hump yards.





PORTABLE TRACK SKATE

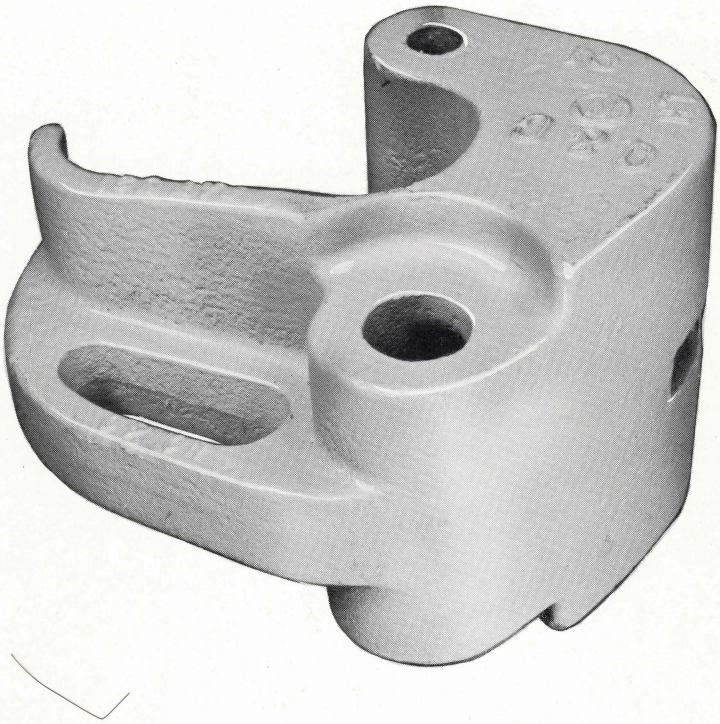
Locking Type

Universal—Fits all Rails! "Cam-Action" locks securely to rail; adapted for use with standard railroad padlock, and cannot be removed when so locked; light, strong one-piece construction.

EMERGENCY KNUCKLES AND GAGE RODS

Lessens Traffic Delays in Mending "Break-in-Two's"!

Use where knuckles are face worn or broken, where locking parts are defective or broken, or where pin lug is broken on drawbar. High quality, heat-treated electric steel, lightweight, easy to handle.



Three Types to Meet Your Needs:

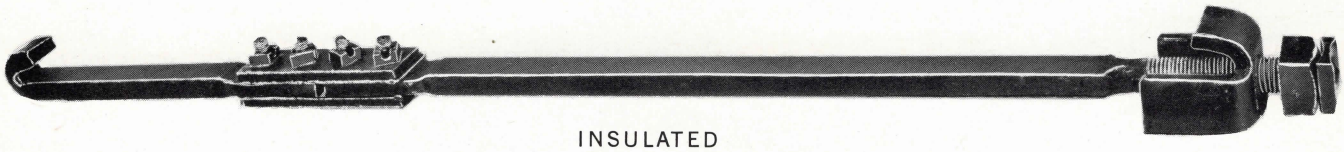
No. 397B used on Type D Coupler

No. 37 used on Type MCB Coupler

No. 40 used on Types D, E, F and H Couplers

Assure Accurate Gage of Rail...

Dependable, heavy steel rods with malleable iron forged shoes; available insulated and non-insulated. Insulated rods will withstand 2000 volts, A.C., not less than three seconds without flashover or puncture between insulated sections.



INSULATED

NON-INSULATED

WESTERN B-C TRACK LINER

There's no longer any excuse for slow, expensive lining jobs. The Western B-C Track Liner is a modern husky maintenance tool that is rapidly replacing the use of large crews with lining bars for aligning track. On most of the nation's leading railroads this efficient tool has been standard equipment for years. Out of this vast amount of experience can be drawn the following definite conclusions about the advantages of the Western B-C Track Liner:

- For aligning up to and including 112 lb. track, or heavier rail if loosely ballasted, 3 men with track liners can align more rail than eleven men with lining bars. On heavy rail (131 lb. or heavier) usually two additional men are required.
- Liners do not raise the track.
- No digging is necessary at the ends of the ties.
- To clear trains, bars are removed and liners left in position.
- They are light, compact, easy to carry and set under rail. Liner weighs only 28 lbs.
- Liner can frequently be located in position without any digging or shifting of ballast. In some cases with dry, hard ballast and for moving heavy rail it is desirable to set the liner so the front end is approximately 2½ inches lower than the heel of liner.
- Savings effected by liners will pay for themselves in one full day's lining.

CONSTRUCTION FEATURES

Forward movement comes from a lift on the lining bar—safer and more effective than a downward pull.

Drop forged, heat-treated alloy steel side bars. Withstands rough handling and requires no maintenance. Liner is built for heavy-duty and long life.

ELECTRIC SWITCH LAMPS

Here are the reasons scores of railroads are standardizing on WRRS Electric Switch Lamps:

- Single-contact or double-contact bayonet candelabra base or medium screw base receptacle.
- With two or four day-indication-targets, as specified.
- With or without stone guards.
- All lamps equipped with base socket to fit only the lamp tip of the user's switch staff.
- Targets are porcelain enamel finish and are also available with reflex reflecting sheet surfaces.
- All fasteners are stainless steel.
- Heavy cast-iron construction designed to last a lifetime.
- Steady, clear light—400% brighter than oil lamp light.
- Theftproof—no loss of bulbs, through theft—can be opened only with AAR, signal section, socket wrench.
- Safe—no inflammable kerosene to handle.

WRRS Electric Switch Lamps Reduce Switch Lighting Costs 50%

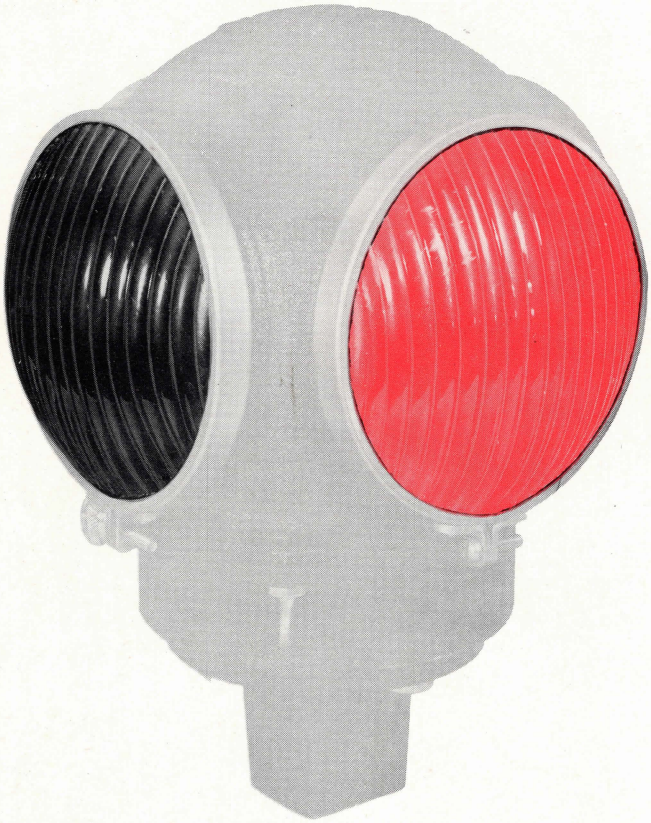
Available for operation from commercial current or primary battery. Change over to WRRS Electric Switch Lamps today. Savings will amortize cost in two years.

WRRS Electric Switch Lamps are furnished in one size which may be operated by air-depolarized primary battery or commercial current.

Type 1880 5⅜″ diameter red and green lenses.

NOTE: Above switch lamp illustrated with glass lenses. Yellow or lunar white lenses may be substituted for any above mentioned colors. Type 1880 lamp can also be supplied with plastic lenses in red, green and yellow.

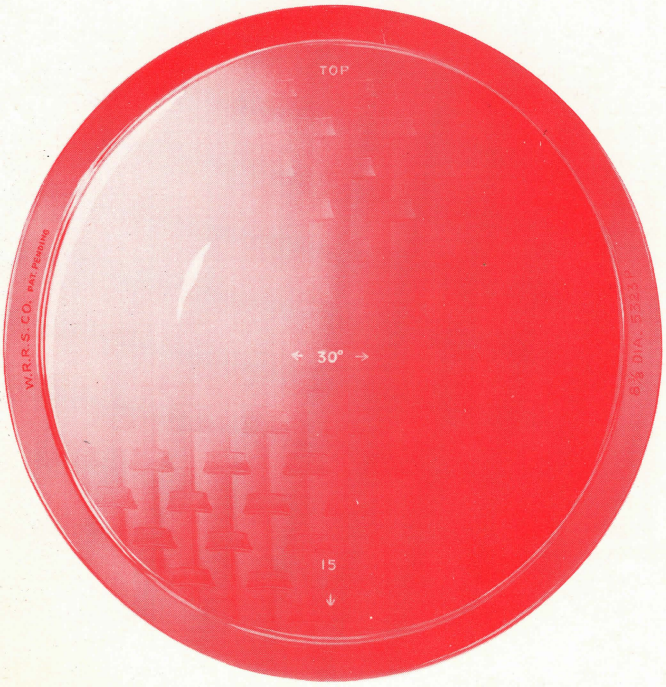
SWITCH LIGHT LENSES and PLASTIC ROUNDELS



GUARANTEED Against Breakage for One Year!

We can make this unprecedented guarantee because WESTERN PLASTIC Roundels and Lenses are practically unbreakable. They are molded in one piece of Tenite Butyrate. The colors and transmission values are accurate and uniform, will not fade or darken, and meet AAR requisites. They have proved excellent under all operating conditions; easy to clean and economical to maintain.

5⅜" SWITCH LAMP LENS, No. 1880-21
Focus 3½", horizontal spread 30°, upward deflection 10°. Available in red, yellow, green. Can be used on electric or kerosene switch lamps. Specify color when ordering.



8⅜" HIGHWAY CROSSING RED ROUNDEL, No. 5323-P
Horizontal spread 30°, and downward deflection 15°. Their uniform transmission values eliminate the need for matching roundels of approximate equal light value, when used in pairs.

You can prove it to yourself. Specify WRRS Plastic Lenses and Roundels on your next order. You'll save maintenance time and money.

EVERLAST FIBERGLAS BATTERY BOX

Designed for Durability

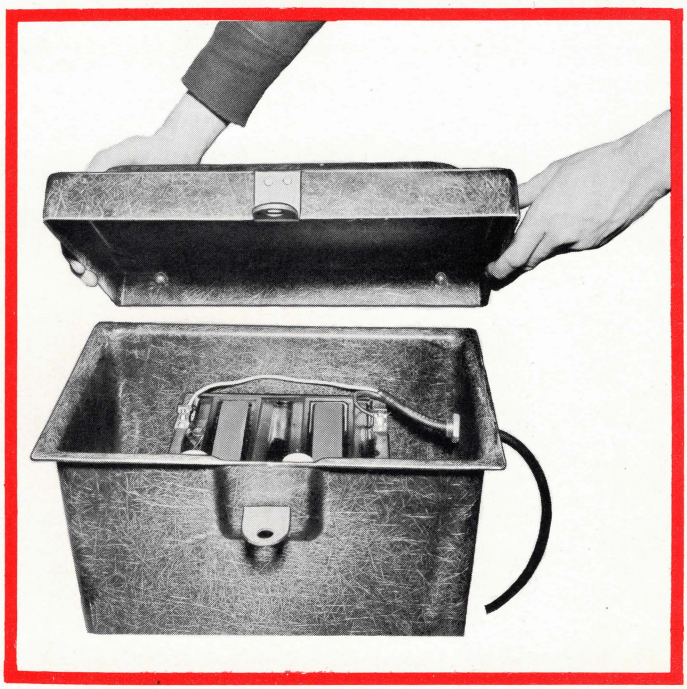
For use with air-depolarized battery in electric switch lighting service, the Everlast Battery Box is constructed of long glass fibers, reinforced to assure dependability and trouble-free service.

THE EVERLAST BATTERY BOX ACCOMMODATES ANY OF THE FOLLOWING:

- One Edison No. 2SJ1 Carbonaire
- One Eveready T-2600
- One Eveready CG-212
- Two Carbone No. 500 Cells

EVERLAST QUALITY FEATURES:

- Completely formed without seams or joints.
- Resists abrasive and corrosive action of ballast and fill.
- Cover reinforced at all corners for greater strength.
- Cover overhang sheds rain, sleet, snow and track spray.
- Rim design eliminates splash from entering the box, yet permits ample ventilation.
- Stainless steel hasps.
- Exterior and interior are non-reflective black.
- Furnished with waterproof cable grip, 15 feet of two-conductor cable, three cable clamps and battery platform.
- Standard package consists of 10 Everlast Battery Boxes.



Ordering Reference: No. 1245-40-PS, Everlast Battery Box, complete.

MECHANICAL JACK-TYPE RAIL BENDER

MODEL NO. 130

BENDS HEAVY RAIL COLD

The Western Jack-Type Bender consists of a steel hook, one end of which fits over the ball of the rail, the other end seating on the cap of the jack. The base of the jack is seated against the side of the rail. With the hook firmly holding a section of rail, the force applied to the jack by power on the lever bar bends the rail.

The curved base of the jack compensates for the required angle when bending rail. The base is deeply slotted, with flanges to hold jack on the rail. The specially shaped cap on the top of the jack fits into a cylindrical bearing in the end of the hook, free to move as the rail is bent. The cap is flanged on one side to hold it securely in place during operation.

A safety cable is furnished with each Rail Bender, unless omission is specified. This cable is supplied to protect the operator from possible injury. The safety cable should be fastened through the jack and connected to the hook before the bending operation is performed.

The Western Rail Bender can be supplied with 25- or 35-ton special journal jacks. 25-ton jack is suitable for bending up to 110 lb. rail. 35-ton jack enables one man to bend any size rail up to 152 lbs.

- Lighter weight than any similar bender of same capacity.
- Safe—jack does not slip out of place with safety cable.
- Timken roller bearing jack facilitates easy operation.
- Saves time and money—stock rail and guard rail bends can be made in the field.
- Scale on jack ram (graduated by ¼") assures accurate duplication of bends.

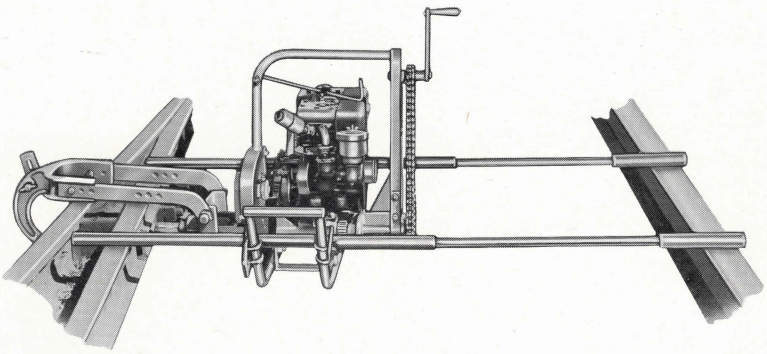
SPECIFICATIONS

Weight of Steel Hook	130 lbs.
Weight of Special No. 2510 Jack	40 lbs.
Weight of Special No. 3510 Jack	50 lbs.

WESTERN MODEL P

The Lightest, Most Portable, Economical Power Track Drill

The Western Model P Power Track Drill is a tested, carefully engineered track tool that embodies all the advantages that only a track man readily appreciates. It is light, fast, safe and completely dependable . . . a modern, carefully-built machine that provides faster and easier drilling of bolt holes in any weight T rails. It may be instantly released from the rail without stopping or backing off the rail. It can be removed from the track in approximately ten seconds. Adjustments for drilling are quick, easy to make, and accurate.



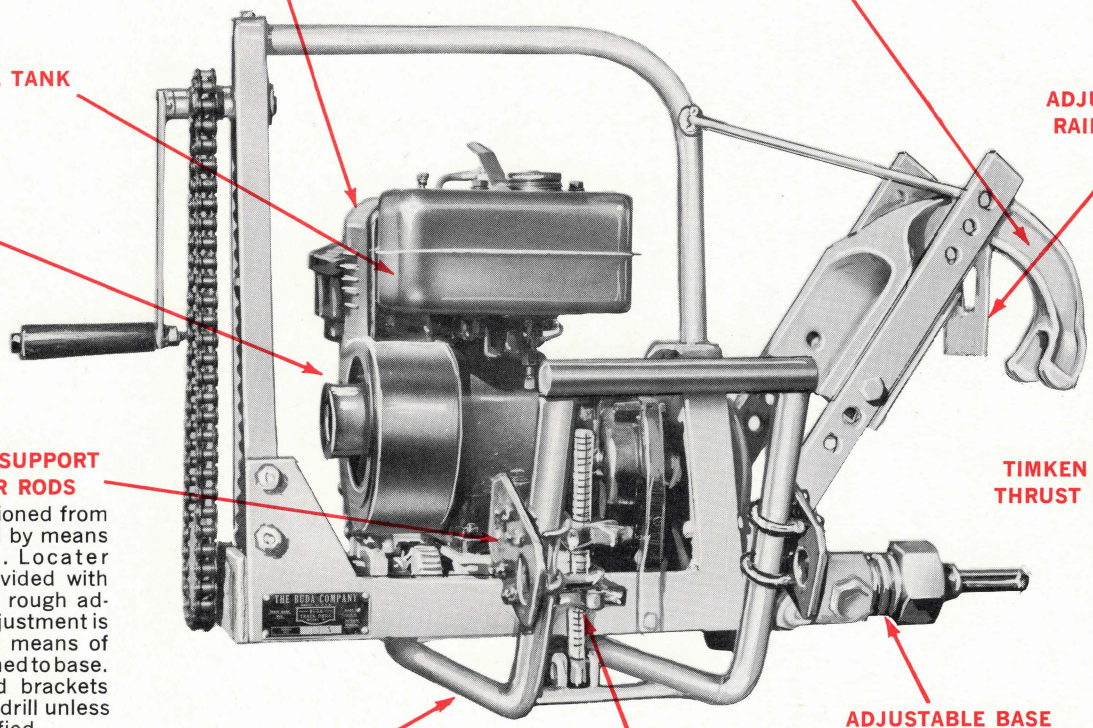
POWERFUL 3 H.P. ENGINE
Briggs & Stratton, Model 8BR6, 3 H.P., 4 cycle, air-cooled engine. Powerful blower forces an air blast through deep cooling fins and maintains a cool, efficient engine.

LONG OVERCLUTCH HOOK
The wide spread of 15″ between rail hooks and drill permits drilling at filler blocks, at switches, and guard rail in track. (Long hook arms are optional.)

½ GALLON FUEL TANK

ADJUSTABLE RAIL GUIDE

ROPE STARTER



DESIGNED FOR SUPPORT AND LOCATER RODS
Drill can be positioned from the top of the rail by means of locater rods. Locater brackets are provided with two openings for rough adjustment. Fine adjustment is taken care of by means of turn screws fastened to base. Locater rods and brackets are supplied with drill unless omission is specified.

TIMKEN ROLLER THRUST BEARING

ADJUSTABLE BASE
By means of turn handles and screws, height of drill may be raised or lowered to proper position.

WELDED GEAR HOUSING
Protects internal gears and breakage of lugs. Cover bolted to frame.

IMPROVED SPINDLE
Redesigned sleeve on spindle allows one spindle assembly to handle all flat drills from 7/16″ to 1 9/16″.

POWER TRACK DRILL

It Pays to Use a Western Power Track Drill

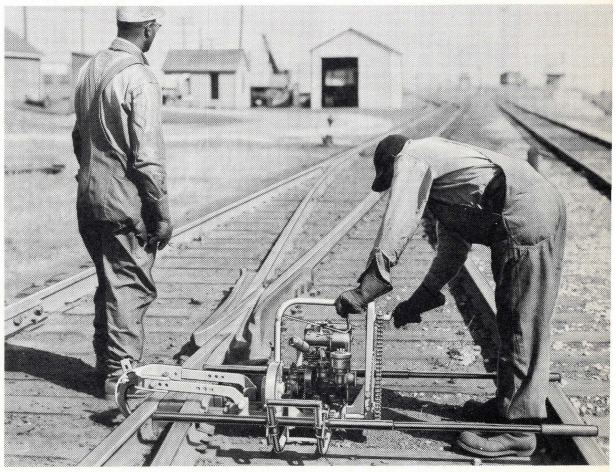
- **ECONOMICAL**—Drill can be quickly set up and located either from the top of the rail or be positioned on the ties and ballast.
- **LOW COST**—With equal power the initial cost is considerably less than heavier type drills. Uses less than one quart of gasoline for an average eight hour shift.
- **PORTABLE**—Only one man is needed to start, operate and release the complete drill from the track and job. One man can push or pull the drill along the rail.
- **SAFE**—On approach of trains, drill can be released and removed from track in approximately ten seconds.
- **DEPENDABLE**—Operates equally well in all kinds of weather.
- **COMPACT**—Complete drill weighs approximately 130 lbs. Locater rods are telescopic.
- **ACCURATE**—Simple adjustments are provided for raising or lowering the drill bit with reference to top of rail. Hand crank controls feed of drill bit.

Fast, easy to remove from track . . . Special overclutch hook may be instantly released from the rail and arm hooked out of the way when removing drill.

Conveniently Carried by Two Men

Quickly Drills Through All Types of Rails

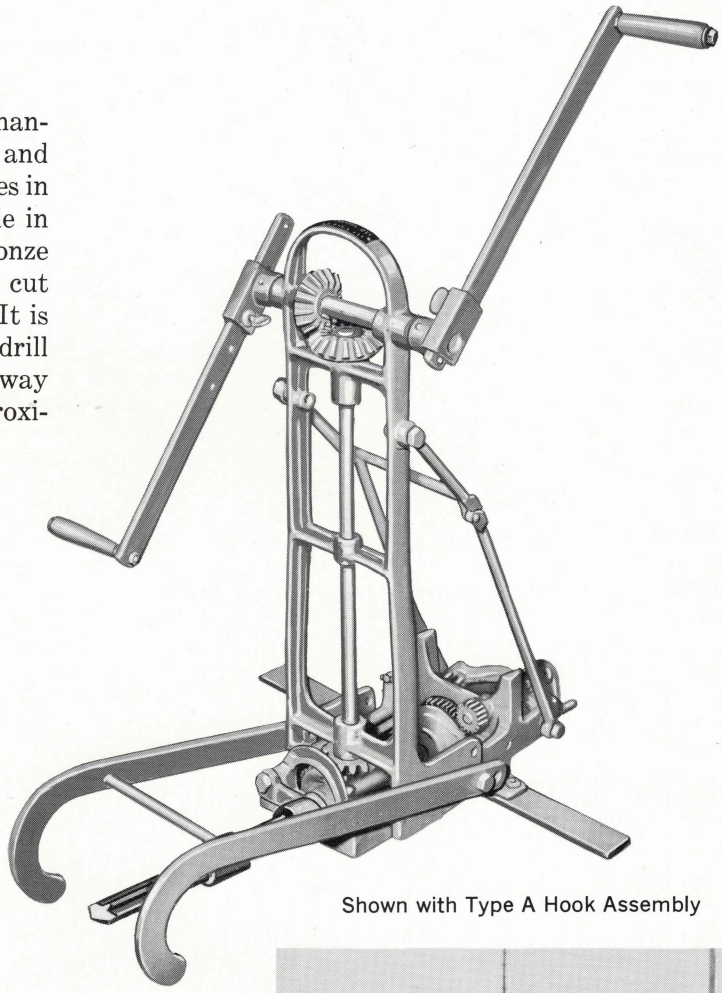
Easily Shifted Along Rail



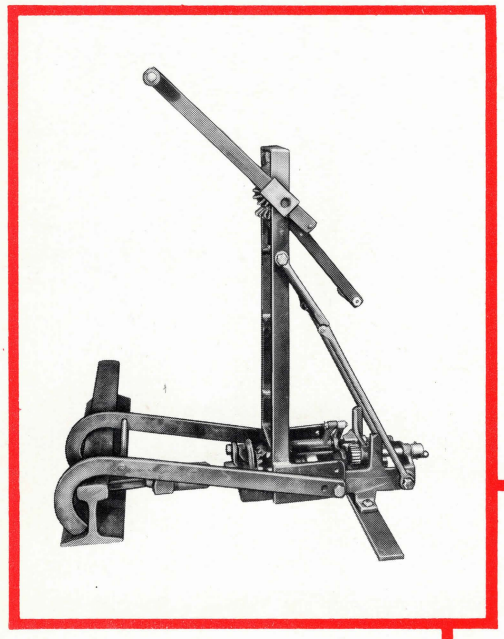
Locaters Support Drill from Top of Rail

HY-DUTY PAULUS TRACK DRILL

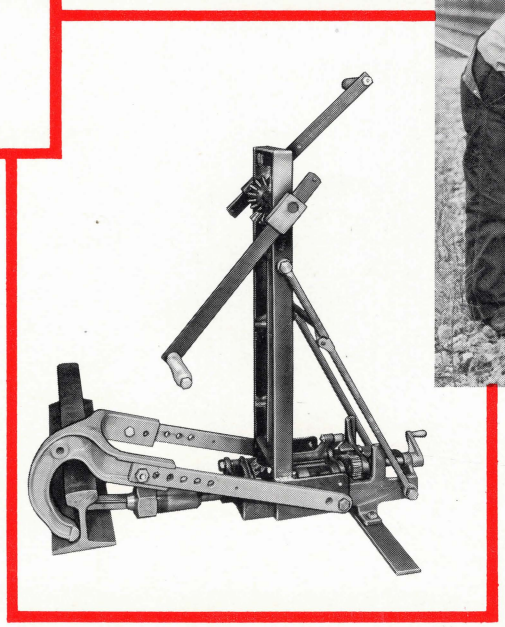
The Western Hy-Duty Paulus Track Drill is a manual-type drill that offers an economical, safe and dependable way to drill rails. It will drill bolt holes in T rails, girder rails, or I beams. Extremely simple in construction, this track drill is made with bronze bushed bearings, forged steel gears, machine cut teeth, and a frame of malleable structural iron. It is compact and one man can quickly lower the drill assembly so that it is completely out of the way when a train approaches. The unit weighs approximately 94 lbs.



Shown with Type A Hook Assembly



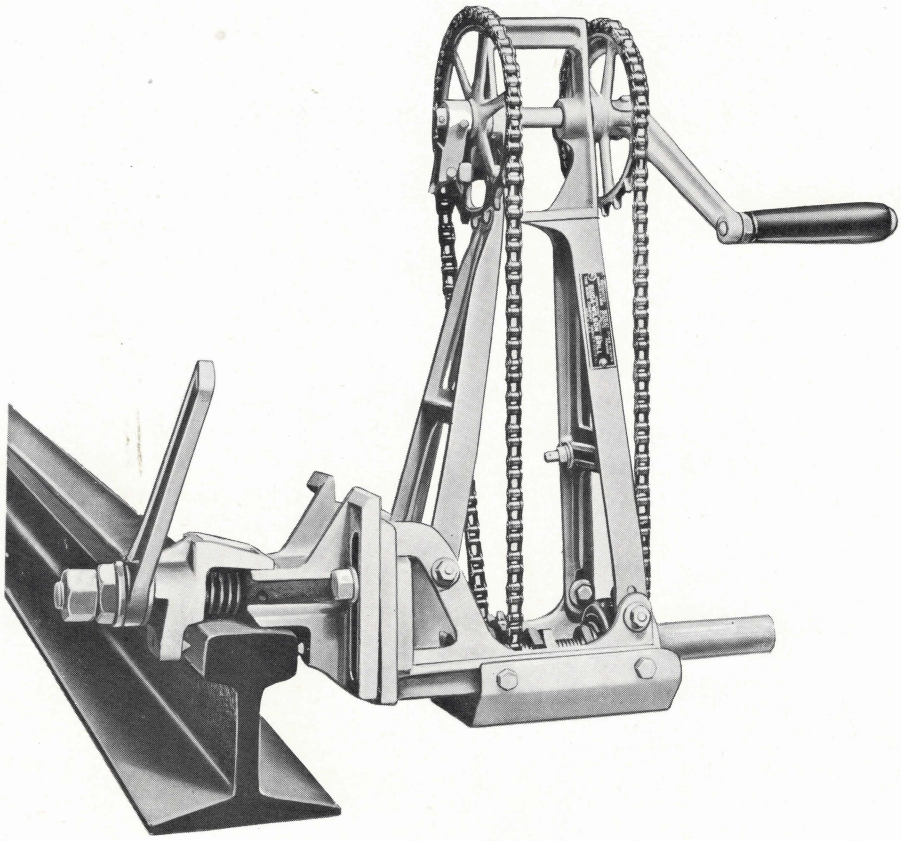
TYPE A Universal, double-hook construction



TYPE B with single overclutch hook for drilling close to end of rail and angle bars

NOTE: Western Hy-Duty Paulus Track Drill equipped with Type A standard overclutch hooks will be furnished unless otherwise specified.

B-W BONDING DRILL

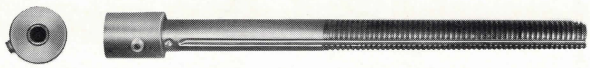


The Western B-W Bonding Drill is engineered to give signalmen and track maintenance men a safe, economical means of accurately drilling holes in either the head or web of rail.

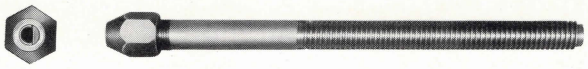
The Western B-W Bonding Drill is a lightweight, one-man tool, that can be easily carried or clamped to a rail head enabling the efficient drilling of bonding holes in all types and weight of rail from 80 to 150 lbs.

Simple attachment and precision adjustment features insure ease of operation and absolute accuracy. These features have won wide acclaim of approval and acceptance as standard equipment by the nation's leading railroads.

Available with any of the following types of chuck and spindle assemblies.



Set screw-type chuck and spindle for use with Western B-W Bonding Drills. Available in 9/32″ and 3/8″ sizes, flatted shank.



Hy-duty-type chuck and spindle for Western B-W Bonding Drill is available in 9/32″ and 3/8″ sizes. Specify shank diameter of drill bit when ordering.

NOTE: A spindle having a collet chuck is also available to handle a standard 3/8″ x 3″ round shank twist drill bit.

FEATURES

- Frame constructed of lightweight, high strength malleable iron.
- Efficient lubrication of all bearings is attained through ball valve oiler.
- Depth gauge adjusting nuts which are easily set to accurately determine the depth of hole to be drilled.
- Positive drilling feed is provided through a special gear reduction system.
- Drill rigidly mounted to the head of a rail with one single movement of the clamp lever.
- Adjustable so the drill may be positioned to drill at any height in either web or head of rail.

WESTERN BUMPING POSTS

"Roll with the Punch"

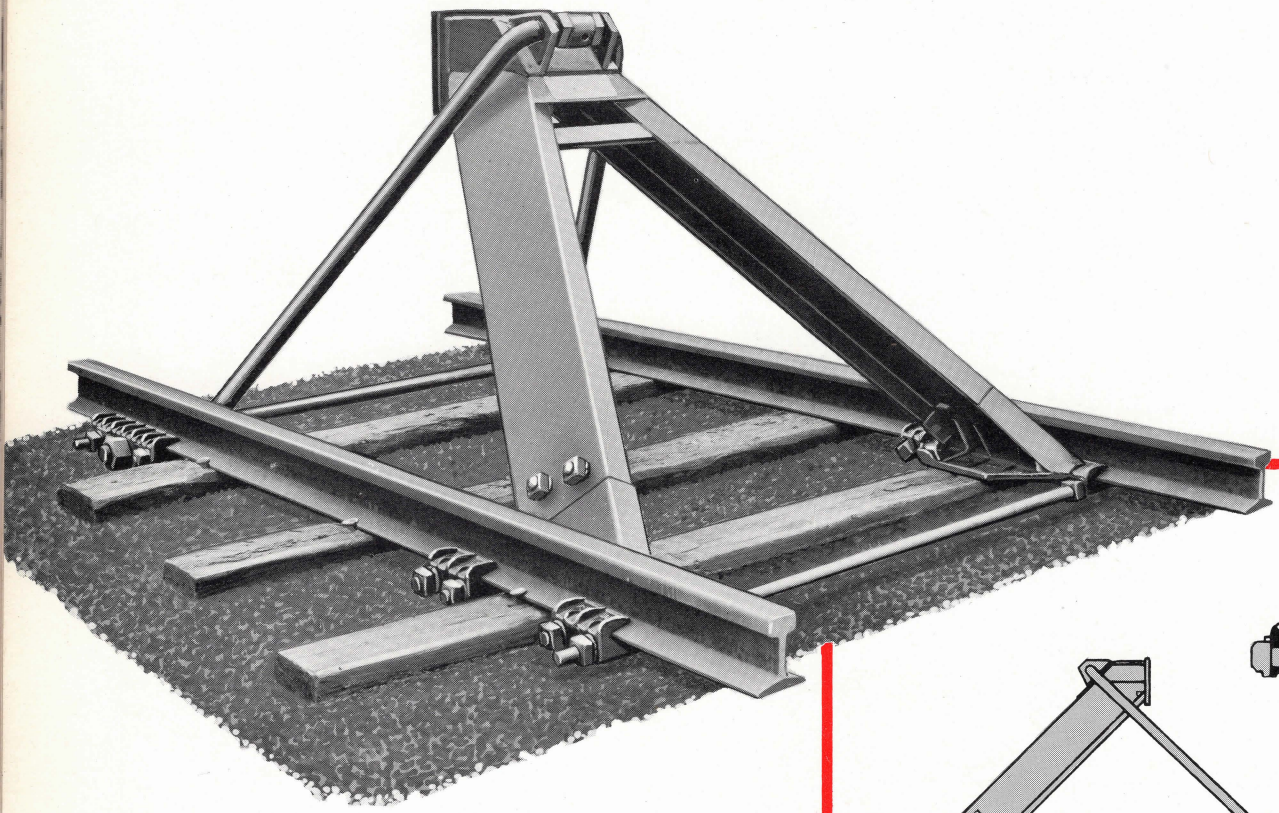
RUGGED CONSTRUCTION and flexibility of track mounting are combined in these Western Bumping Posts. Clamping shoes which grip the base of the rail slide only an inch or two when struck a heavy blow. This is absorbing the shock without damage to post or track!

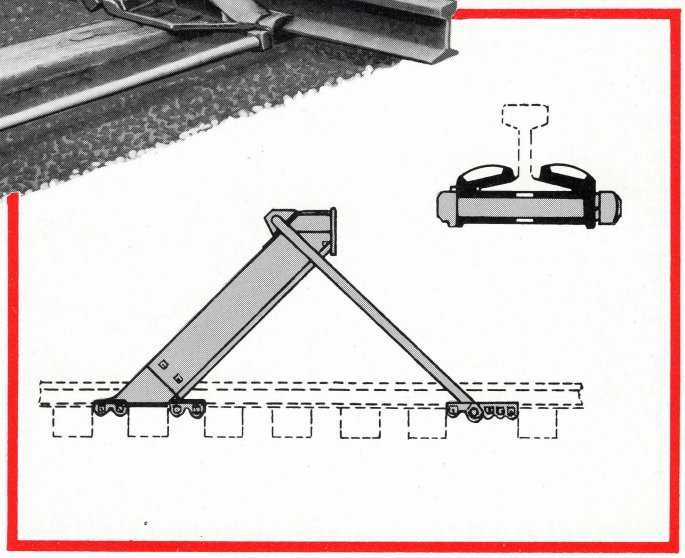
BUILT-UP STRIKING FACE of heavy rolled-steel plate is welded to sturdy channels forming the compression legs. Yoke bars of round section, threaded at each end, absorb the tension shock. Malleable castings, clamping to the rails, anchor the structure to the track.

SIMPLE INSTALLATION—No need for auxiliary rails or drilling holes in track! These units can be erected by two men equipped with a wrench in less than an hour. No excavation between ties or temporary removal of rails are necessary. Easy to follow instructions are included with every post assembly.

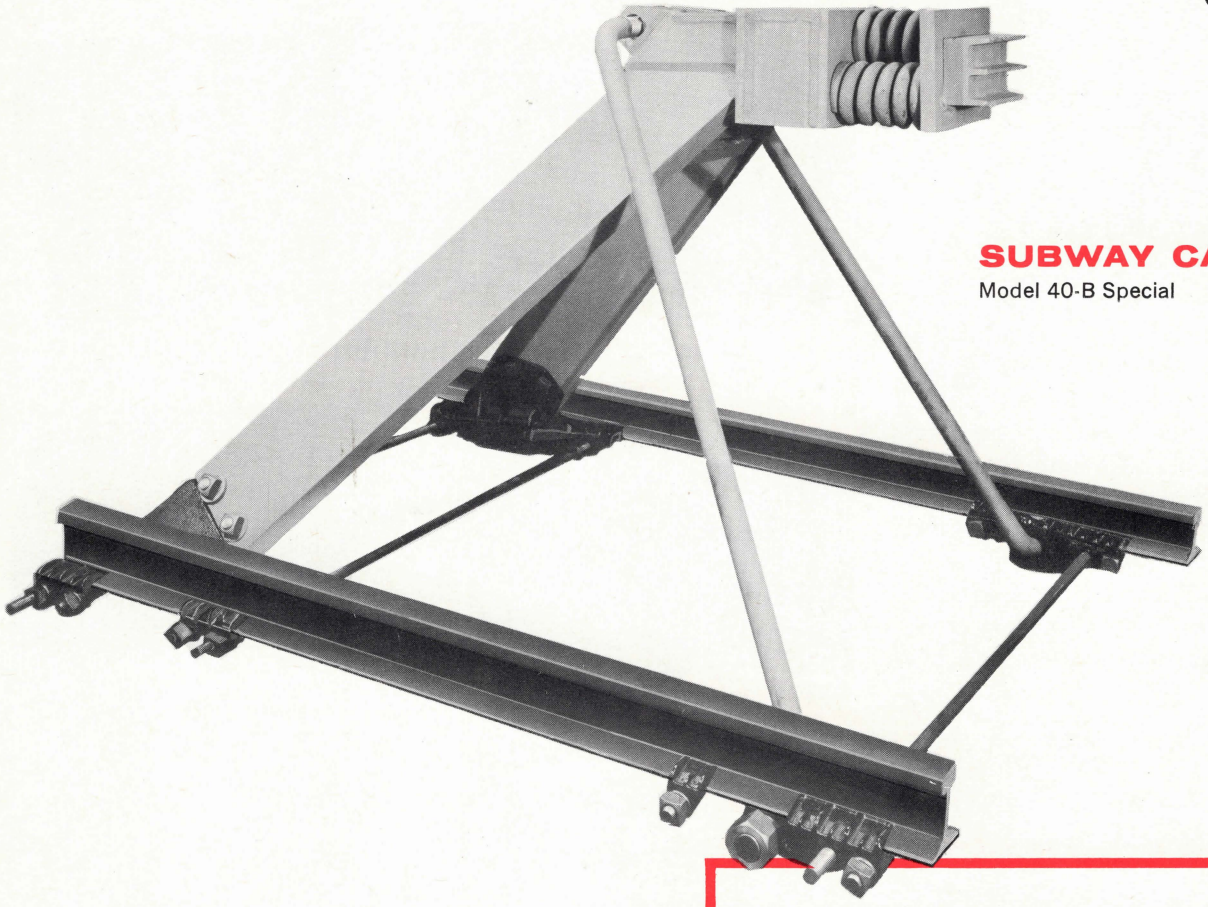
FREIGHT CAR POST

Model 30



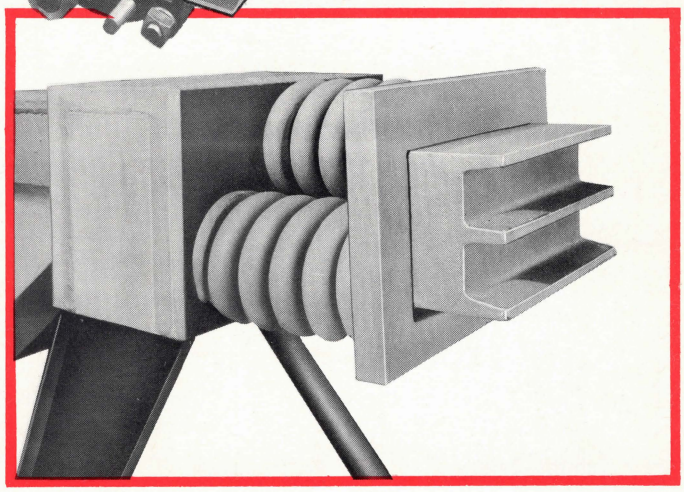


NOTE: Above illustration of Type 30 Freight Car Bumping Post shows a dimension of 4′5½″ from striking face to extreme end of back leg casting.



SUBWAY CAR POST

Model 40-B Special



Spring-loaded striking face with anti-climber prevents damage to coupler and lessens impact.

When ordering please specify size and type of rail section on which post is to be mounted.

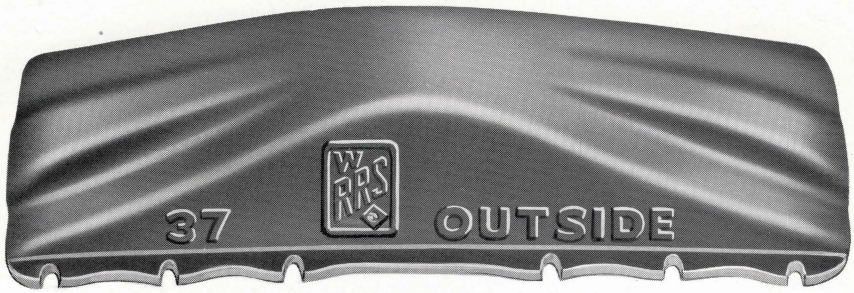
WESTERN BUMPING POSTS ...

your wise choice for quality, safety, durability and economy

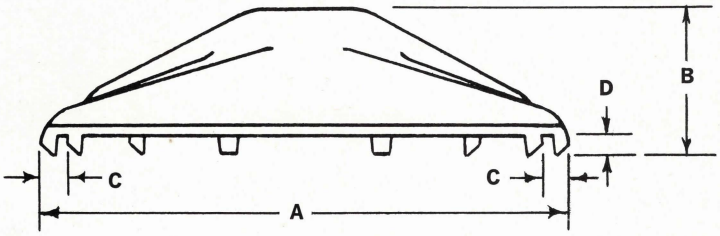
CAR AND LOCOMOTIVE REPLACERS

Quality replacers that have no equal, for greater strength, durability . . . yet they are of the lowest possible weight, consistent with structural design and proper distribution of metal. Units permit gradual and easy climb by wheel, with no interference with under-rigging of locomotives and cars. Flanges and ribs engineered to assure accurate guidance of wheels. Replacers can be used on bridges, trestles, curves, planked crossings, around interlocking plants and frogs.

INSIDE REPLACER



OUTSIDE REPLACER



	Inside Replacer Dimensions				Outside Replacer Dimensions		
	A	B	C	D	A	B	D
No. 45 For rail up to 5″ high	23½″	6½″	0″	¾″	25¼″	6¾″	¾″
No. 46 For rail up to 6″ high	33″	8¾″	1¾″	1¼″	33″	9¼″	1¼″
No. 37 For rail up to 7″ high	34½″	9¾″	1¾″	1¼″	34½″	10¼″	1¼″
No. 28 For rail up to 8″ high	36″	11¼″	0″	1¼″	36″	11¾″	1¼″

NOTE: Q and C Fewings Car Replacers are no longer available and have been replaced by the following Western numbers:

Q and C—R or A for 85 lb. or under rail.....order Western No. 46

Q and C—B type for 100 lb. rail.....order Western No. 37

Q and C—High B type for 6″ rail.....order Western No. 37

Q and C—B130 type for 112 to 115 lb. rail.....order Western No. 28

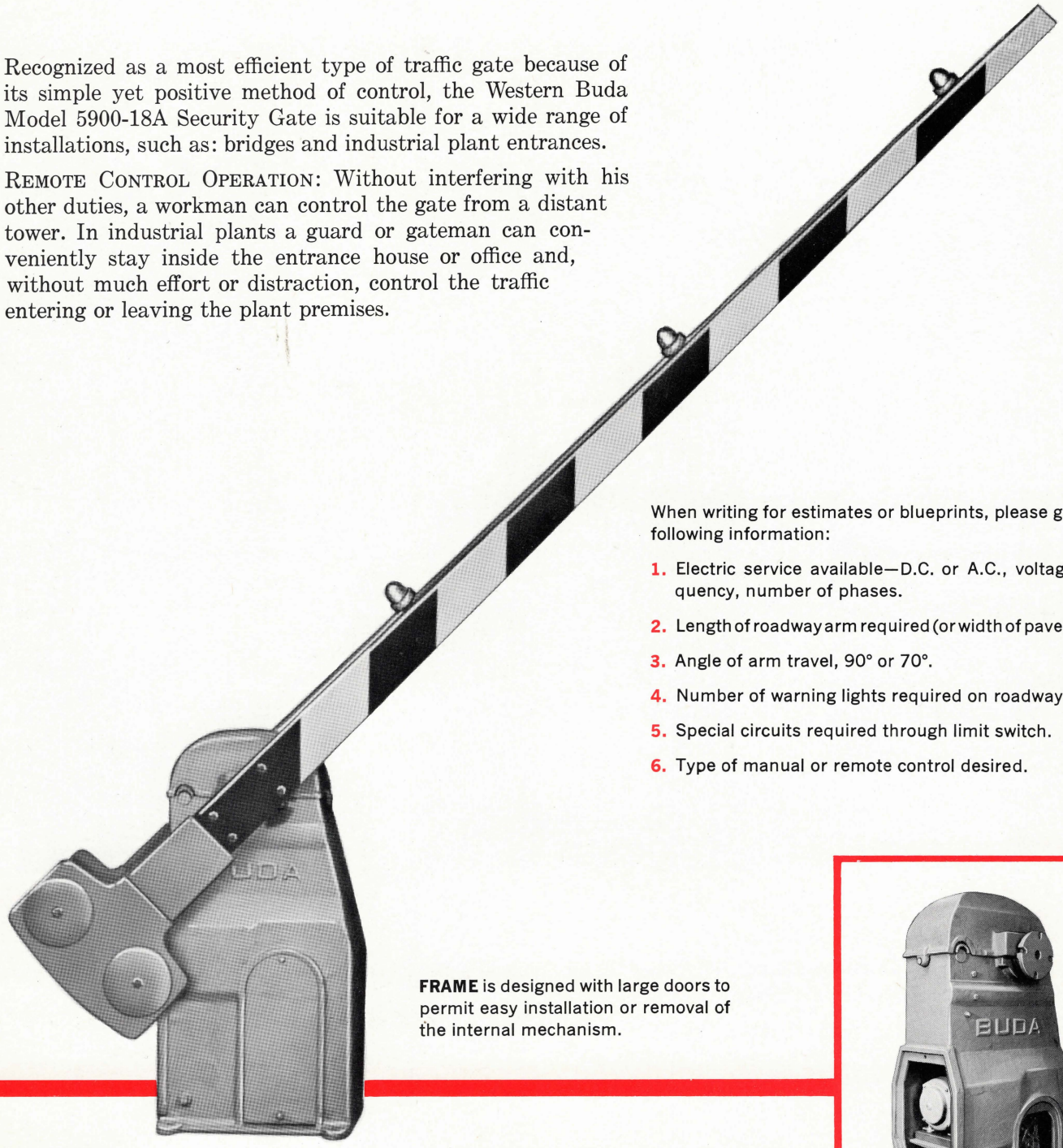
Q and C—B140 type for 127 to 132 lb. rail.....order Western No. 28

Units are light enough to be handled by one man

WESTERN (BUDA) ELECTRIC SECURITY GATE

Recognized as a most efficient type of traffic gate because of its simple yet positive method of control, the Western Buda Model 5900-18A Security Gate is suitable for a wide range of installations, such as: bridges and industrial plant entrances.

REMOTE CONTROL OPERATION: Without interfering with his other duties, a workman can control the gate from a distant tower. In industrial plants a guard or gateman can conveniently stay inside the entrance house or office and, without much effort or distraction, control the traffic entering or leaving the plant premises.



When writing for estimates or blueprints, please give the following information:

1. Electric service available—D.C. or A.C., voltage, frequency, number of phases.
2. Length of roadway arm required (or width of pavement).
3. Angle of arm travel, 90° or 70°.
4. Number of warning lights required on roadway arm.
5. Special circuits required through limit switch.
6. Type of manual or remote control desired.

FRAME is designed with large doors to permit easy installation or removal of the internal mechanism.

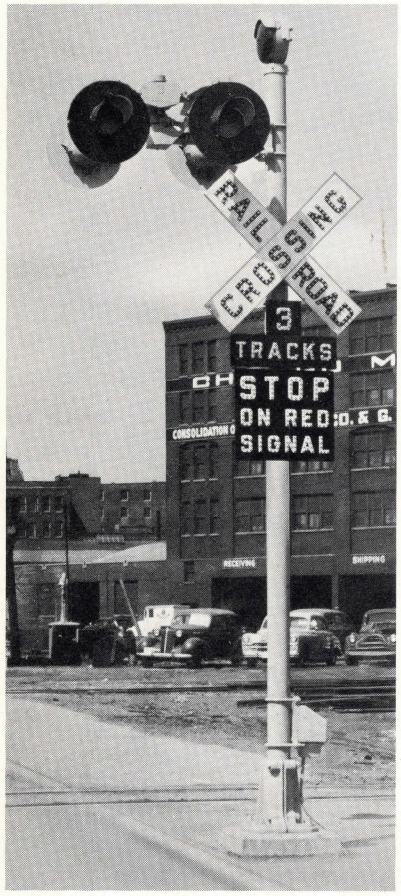
Model 5900-18A

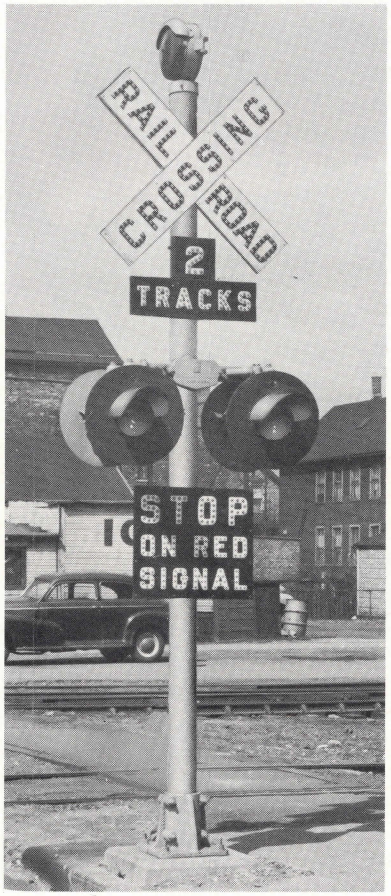
HEAVY-DUTY MOTOR furnished to meet electrical requirements: single-phase A.C.; polyphase A.C. or D.C. Horse-power size varies from one-half to one, depending upon length of gate arm.

Write for further information

FLASHING LIGHT HIGHWAY CROSSING SIGNALS

Designed to meet AAR Specifications





There are innumerable combinations of Flashing Light Type Crossing Signal Assemblies.

The center illustration shows a signal which conforms exactly with the AAR Standard. The others are variations which are frequently employed to meet special conditions. Flashing Light Signal Units can be supplied to provide one-way (2 lights) or two-way (4 lights) indication, as required.

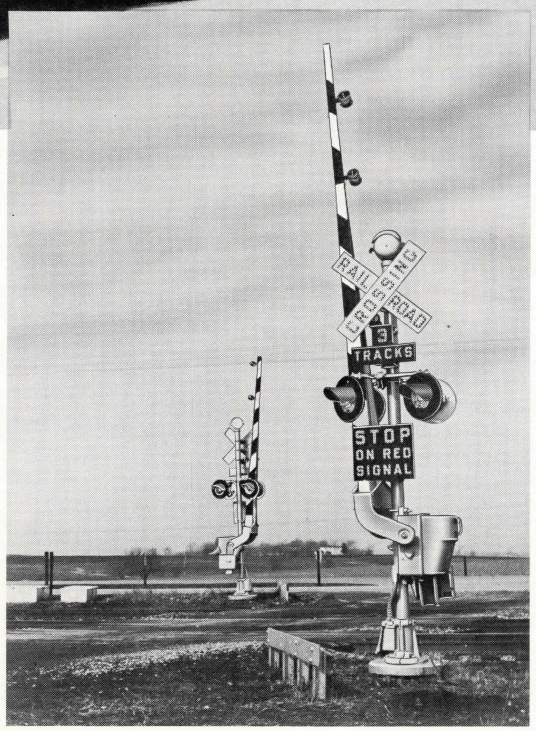
The candle power of the beam projected by WRRS light units exceeds AAR requisites.

Further information is available; see WRRS Catalog, Section D.

WRRS Plastic Roundels are molded of Tenite Butyrate and are interchangeable with AAR Standard 8⅜″ glass convex roundels 30° horizontal spread, 15° downward deflection. The color is uniform, will not fade or darken and meets all AAR requisites for color and transmission.

Specify WRRS Plastic Roundels No. 5323-P on your next order for Flashing Light Signals and for replacements. You'll save maintenance time and money.

MODEL 10 HIGHWAY CROSSING GATE

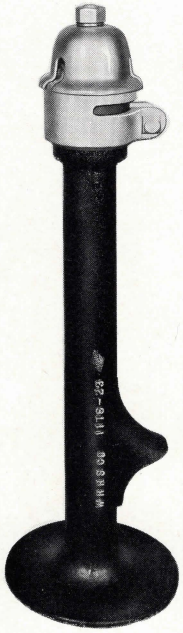


The Sentinel of Safety! Since 1935 the Model 10 Automatic Highway Crossing Signal has earned recognition with a brilliant record for safety on U.S. and Canadian railways.

DEPENDABLE: Not a single accident has ever occurred due to a Model 10 operational failure.

ECONOMICAL: Yields 39% annual return on investment. There's more information in our WRRS catalog Section G, or write us.

BOOTLEGS AND JUNCTION BOXES



TYPE 1184 BOOTLEG

Designed for clamping solid cable wires and all commonly used single or duplex rail connections to provide a mechanically secure and low resistance electrical connection. These Bootlegs are furnished with or without cover.

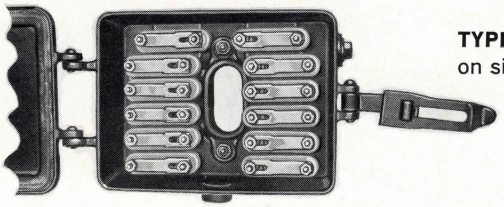
TYPE 1186 BOOTLEG

Similar to Type 1184 except with addition of a solder well so that cable wire and rail connections may be both clamped and soldered.

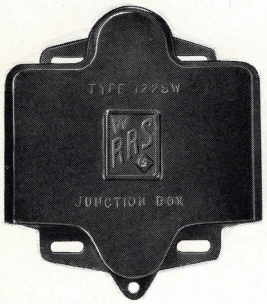
FEATURES OF DESIGN INCLUDE:

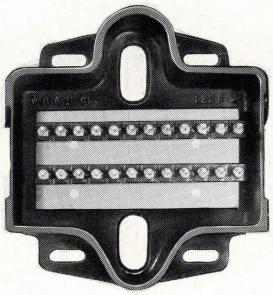
- Hot galvanized malleable iron head and steel cover.
- Bronze upper clamp has two sets of grooves to accommodate all sizes of standard rail connections 3/16″d. to 21/64″d., as shown in AAR Drawing 1631 and 1632.
- Vulcanized fiber insulating sleeve (Type 1184).
- Nylon insulating bushings (Type 1186).
- C. I. Riser with side outlet, 1¼″ I.D. top flared to 2″ I.D. x 2″ deep for potheading recess. Overall height of assembly 18½″.

JUNCTION BOXES

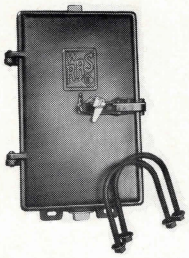


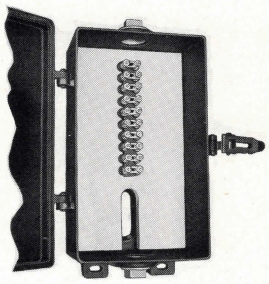
TYPE 1265-20 Junction Box. For mounting on side of pipe mast.





TYPE 1228W Junction Box. Capacity 24 terminal posts. Has slide cover.

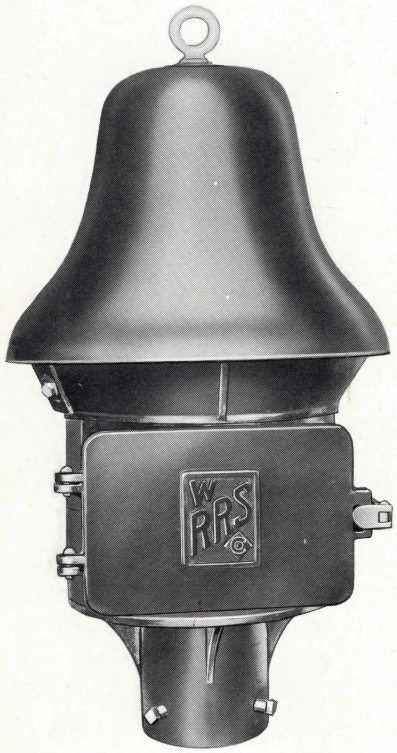




TYPE 1246 Junction Box. Capacity 72 terminal posts.
TYPE 1247 Junction Box. Capacity 120 terminal posts.

See Catalog Sections E, G Part No. 1 and K Part No. 2 for additional boxes

AUDIBLE WARNING DEVICES

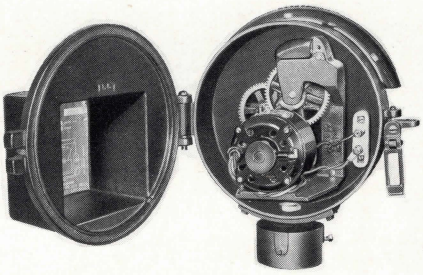


SERIES AL-50. Locomotive type bell, sixteen-inch steel bell, motor driven for any commercial voltage, 52 strokes per minute; loud, clear and penetrating.

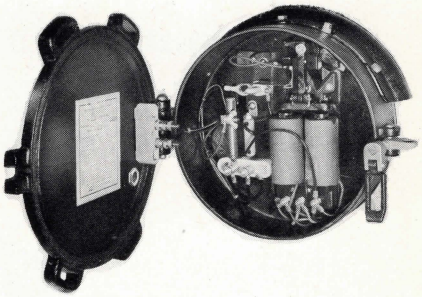
Proven Performance Over 100,000 now in use

Western Audible Warning Devices are available for operation on 16 to 600 volts D.C., 10-12, 110-120, 220-250 volts A.C.

All series are provided with sockets for mounting on 3½″, 4″ or 5″ I.D. pipe posts, except Series 222A for mounting on the side of a post or building.

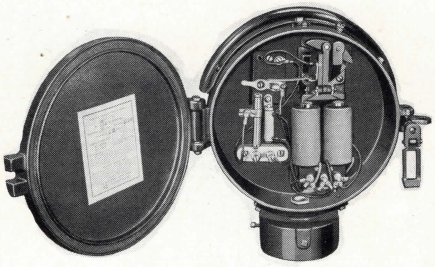


SERIES 555. Twelve-inch steel gong, motor driven, for any commercial voltage, 112 strokes per minute.

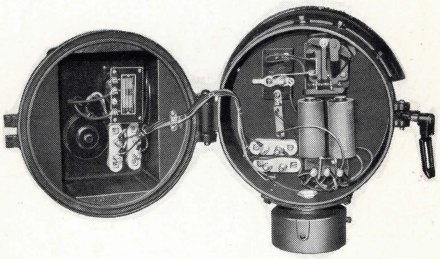


SERIES 222A. Twelve-inch steel gong, 6 to 600 volts D.C. operation, as specified, 200 strokes per minute, can be mounted on side of post or building.

SERIES 1275 (not shown). Same as Series 222 except 8 inch gong (softer tone), 225 strokes per minute, for operation on 6 to 16 volts D.C.

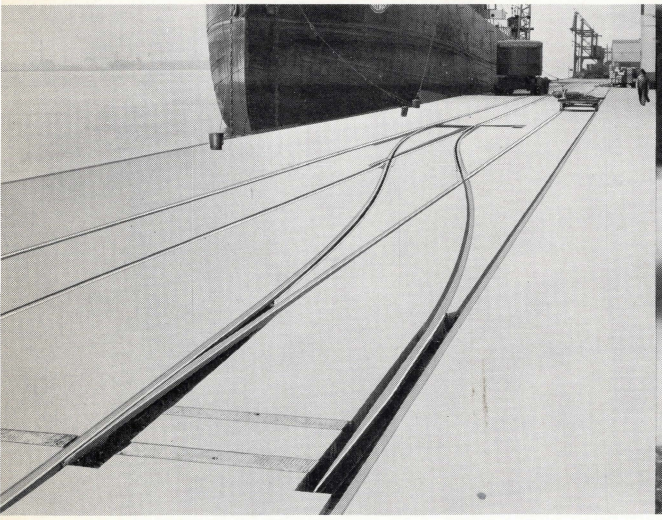


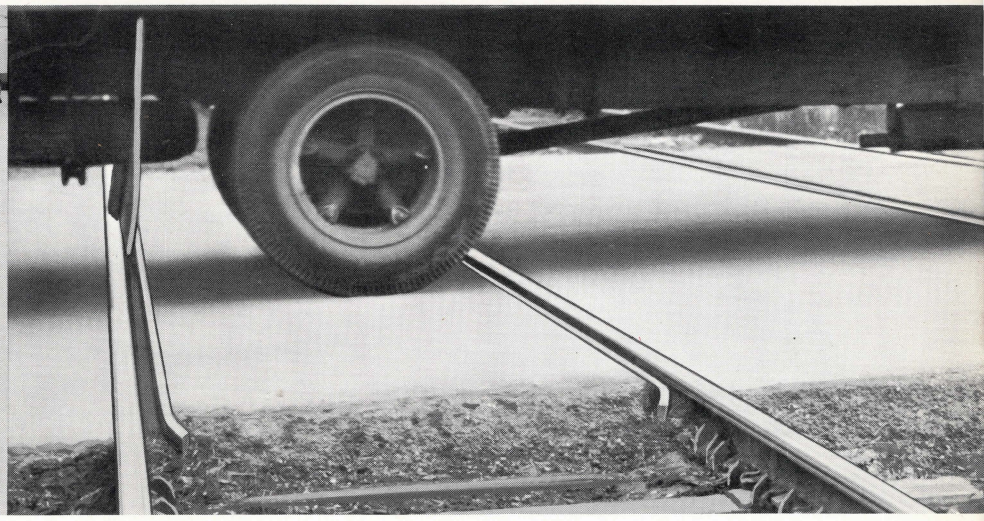
SERIES 222. Twelve-inch steel gong, 6 to 600 volts D.C. operation, as specified, 200 strokes per minute.



SERIES 1203. Twelve-inch steel gong, for operation on A.C., 10-12 volts of any frequency or on 110-125 or 220-250 volts, 25 or 60 cycles, as specified. 200 strokes per minute.

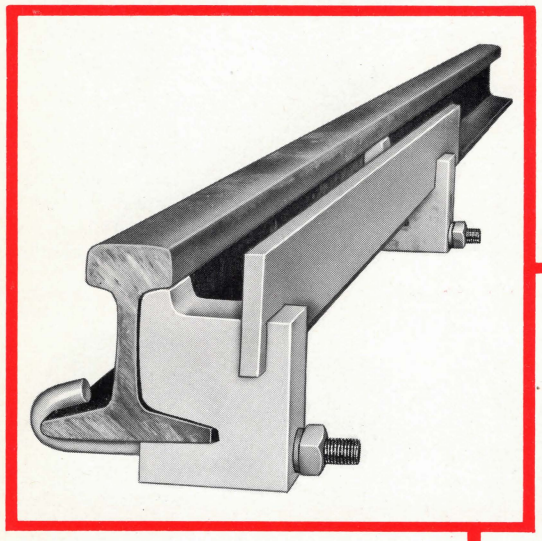
GUARDMASTER FLANGEWAY CROSSING GUARD



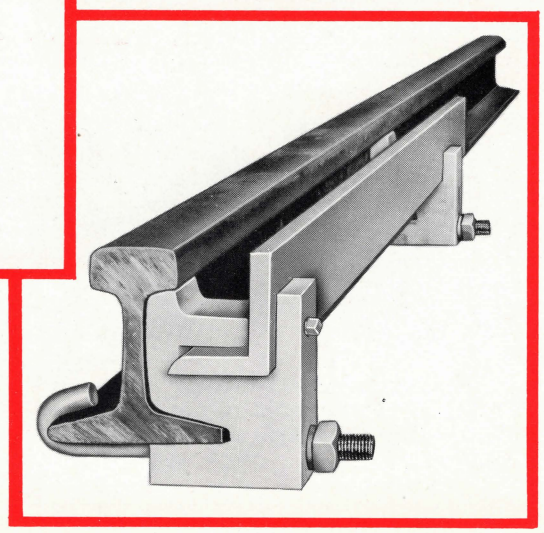


Sets New Standards in Smooth Railroad Crossings

Guardmaster helps you turn a rough railroad crossing into a smooth, efficient one. It is particularly adaptable for all paved public and industrial crossings where railroad tracks are installed. The rigid steel bar provides a smooth surface between tracks so cars, trucks, tractors and other heavy vehicles can cross without bumping, jolting or overturning.



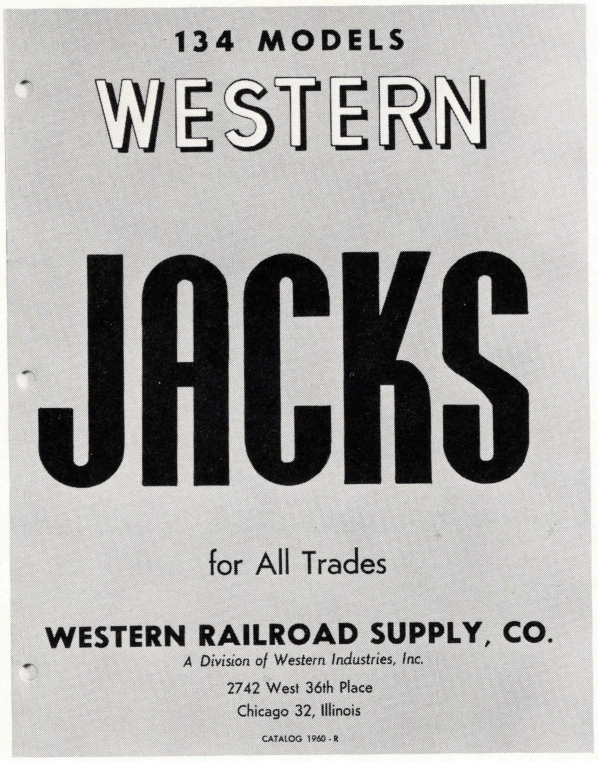
For Use on Concrete or Asphalt Crossings



NOTE: Steel castings are available for use on 90-RA and 115-RE rail section; weight per casting—approximately 12 lbs.; can be used with flat bar or angle bar installations.

The blocks would slide over angle end and be located as indicated, approximately 4′ 0″ centers for concrete surfacing and 3′ 0″ for asphalt surfacing.

Now you can get this railroad crossing flangeway guard with a heavy angle as running guard. This will provide a floor in the flangeway which some railroads and contractors prefer.



A full line of jacks for every railroad need . . . if you do not have a copy of our jack catalog, please write for one.

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Division of Western Industries, Inc.

2742 West 36th Place Chicago 32, Illinois

Form No. W962

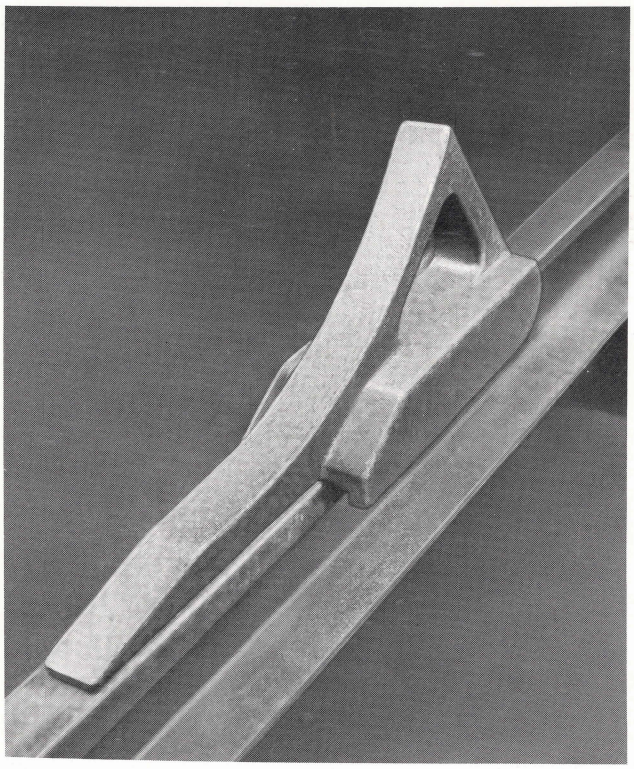
7.5 M Printed in U.S.A.

For SAFETY FIRST on Grade, Trestle and in Gravity Hump Yard...

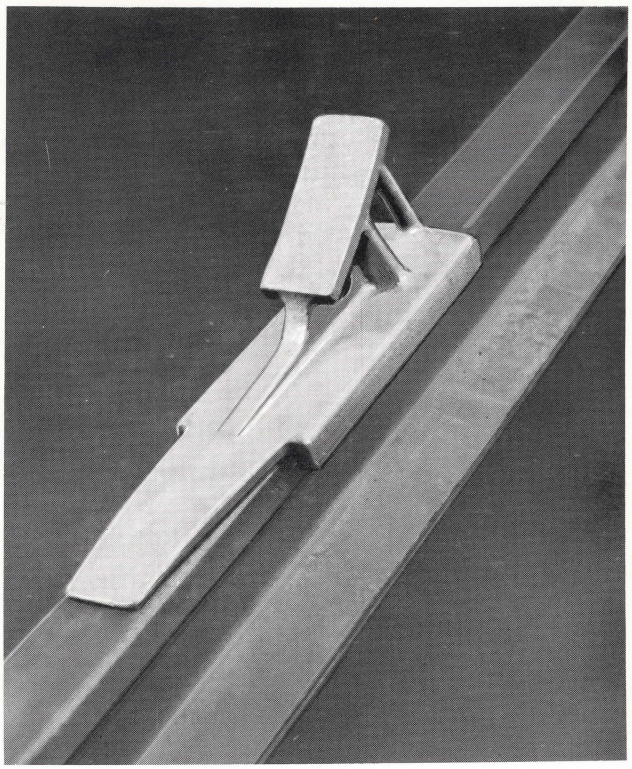
PORTABLE TRACK SKATES

Universal...Fit All Track Sizes

Stop rolling cars with these Q & C, WRRS Portable Track Skates. Sturdily built, they are designed to provide uniform, sliding deceleration of car, thereby prevent wheel flattening and rollback.



Heavy Duty Type 422
Rugged, for years of service
Weigh 110-lbs. per pair



Light Weight Type J-5260-X
Weigh 26-lbs. per pair

They're sturdy, dependable...service proven!

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WESTERN

TRACK DRILL BITS

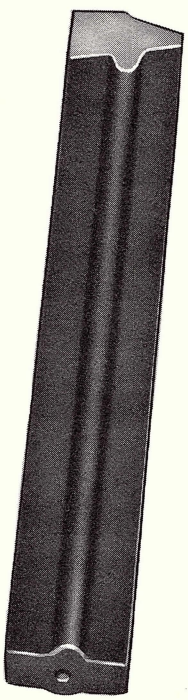
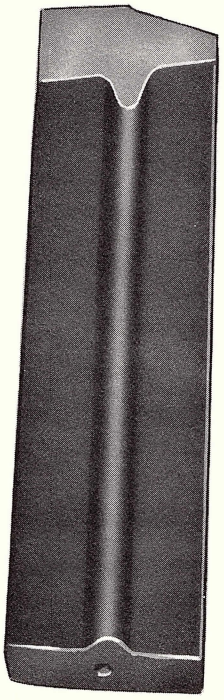
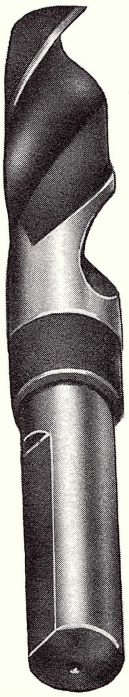


Figure 162





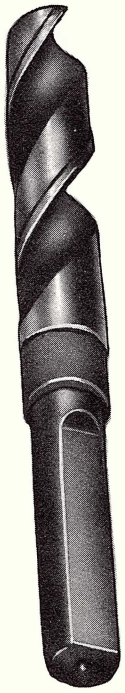


Figure 164

Bits that are Hits
for Accuracy and Performance!

These are perfect bores . . . the kind you like. Constructed of M-10 Moly Vanadium steel, Western Drill Bits are designed for clean, easy operation. Competitively priced, their finer quality assures greater economy in the long run. In stock and ready for immediate shipment:
Fig. 162 – High speed flat drill bits with flat beaded shank

Sizes: 5/8", 11/16", 3/4", 13/16", 7/8", 15/16", 1", 1-1/16", 1-1/8", 1-3/16", 1-1/4", 1-5/16", 1-3/8", 1-7/16", and 1-1/2"

SPECIAL – Fig. 164: High speed twist drill bit with 5/8" round flatted shank can be furnished on request. Write for additional information and prices.

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Adjustable Hand Throw, Sliding and Portable

DERAILS

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2742 West 36th Place, Chicago, Illinois 60632
Canada: Consolidated Equipment Co., Ltd., Dominion Square Bldg., Montreal 2, Quebec

Printed in U.S.A.

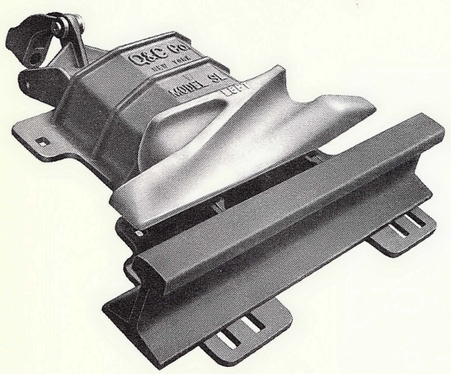
Adjustable HAND THROW DERAIL

Western and Q & C hand throw derails are made in various designs as shown in the accompanying illustrations. The design and construction of these derails embody the most modern and effective methods of derailing rolling stock with this type derail.

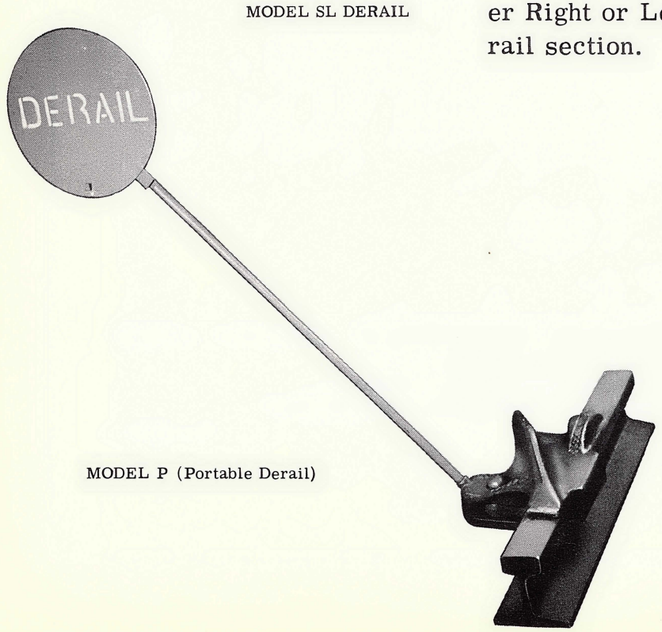
ADJUSTABLE FEATURE. All models are adjustable for various heights of rail. The adjusting is accomplished by raising or lowering the pivot rod in a series of holes found in the brackets. This readily permits the use of one model over a wide range of rail heights and eliminates the necessity of carrying many sizes in stock, thus reducing inventories.

Western and Q & C hand throw derails are designed for installation up to 7-1/8" rail. They are equipped with three lugs as shown in the accompanying illustration, one for locking when fitted to the high rails, one for locking when fitted to low rails and a third for target stand connection. They are designed for use on sidings and spurs and will derail equipment at ordinary speeds. These derails are provided with a recessed hand grip in the derail block to facilitate in removing or placing the derail on the rail.

In ordering Models HS or HL Derails specify whether Right or Left hand derail is desired and specify rail section.



MODEL SL DERAIL



MODEL P (Portable Derail)

Portable Type DERAILS

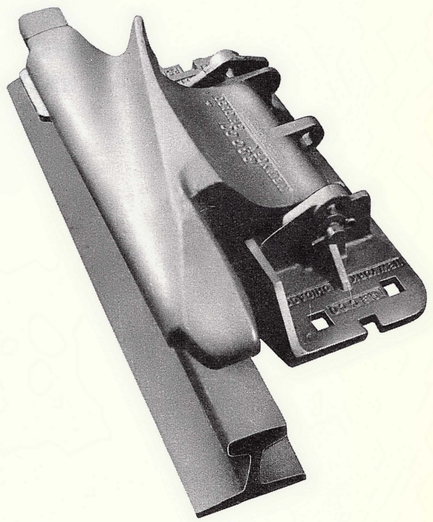
Western and Q & C BLUE FLAG PORTABLE DERAILS are for use where temporary installation only is required. They are self-contained. No spiking is necessary. They are for use in protecting car men engaged on repair tracks as well as protection to outfit cars and work equipment set out on sidings and similar situations.

One size of derail fits all rail sections from 55 to 130 pounds. The blue flag is permanently attached to the derail and the blue disc is equipped for attaching a lantern for night service. The derail blocks are the same general design as other Western and Q & C derails.

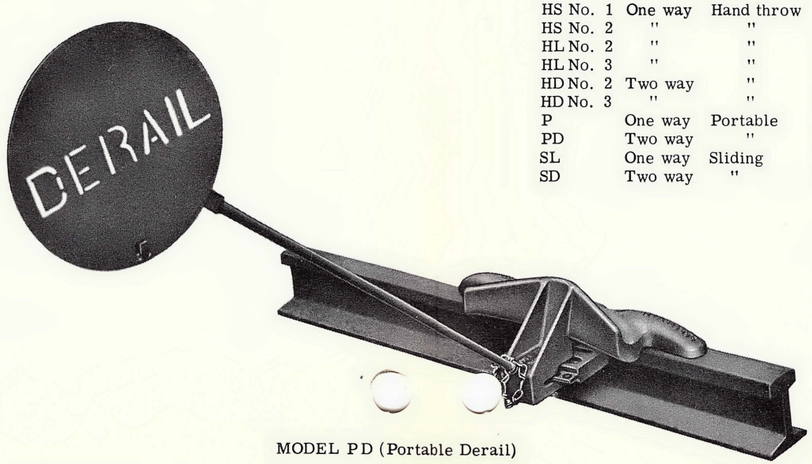
MODEL P SINGLE END DERAIL. Made in both right hand and left hand and equipped with eccentric cam which automatically locks derail to rail. The derail block is 15" long. The weight of the derail is approximately 40 pounds.

MODEL PD DOUBLE END TYPE; i.e., effecting derailment in either direction and serves as a right and left hand derail combined and equipped with locking wedge. The derail block is 22" long and the weight approximately 60 pounds.

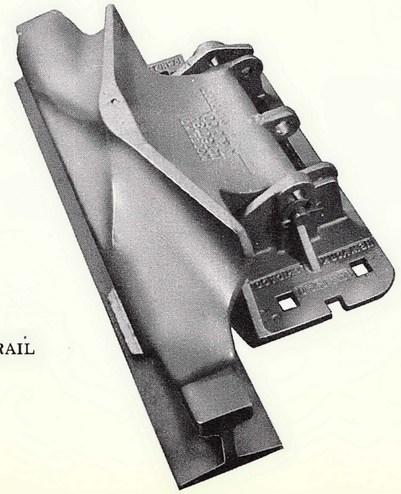
Western and Q & C Model	TYPE		Length Derail Block	Adjustable for Rails	
HS No. 1	One way	Hand throw	17"	40 lb. (3-1/2")	85 lb. ($5\frac{1}{4}$")
HS No. 2	"	"	17"	85 lb. (5-1/4")	110 lb. ($6\frac{1}{4}$")
HL No. 2	"	"	24"	70 lb. (4-1/2")	105 lb. (6")
HL No. 3	"	"	24"	105 lb. (6")	136 lb. ($7\frac{1}{8}$")
HD No. 2	Two way	"	27"	70 lb. (4-1/2")	105 lb. (6")
HD No. 3	"	"	27"	105 lb. (6")	136 lb. ($7\frac{1}{8}$")
P	One way	Portable	15"	55 lb. (4-1/16")	130 lb. ($6\frac{3}{4}$")
PD	Two way	"	22"	55 lb. (4-1/16")	130 lb. ($6\frac{3}{4}$")
SL	One way	Sliding	26"	80 lb. (5")	136 lb. ($7\frac{1}{8}$")
SD	Two way	"	32"	80 lb. (5")	136 lb. ($7\frac{1}{8}$")



MODEL HL DERAIL
(Left Hand)



MODEL PD (Portable Derail)



MODEL HD DERAIL

Other Western and Q & C
Track, Car and Locomotive Devices

DERAILS
GAGE RODS
WHEEL STOPS
RAIL BENDERS
GUARD RAIL CLAMPS
MANGANESE SWITCH POINT GUARDS
MANGANESE GUARD RAILS
ANTI-SLIP RAIL TONGS
ELECTRIC SNOW MELTERS
COMPROMISE JOINTS
RERAILERS
EMERGENCY KNUCKLES
TRACK SKATES

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Hold Accurate Gage of Rail with WESTERN GAGE RODS

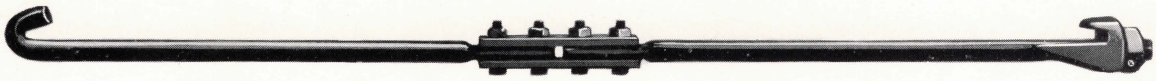
Insulated and Non-Insulated types

Dependable. Assure accurate gage of rail—at curves and ahead of switch locations—with these Western heavy steel Gage Rods.

Non-Insulated, Regular

Non-Insulated, Double-clamp

Insulated



Western's Insulated Gage Rods will withstand up to 2000 volts, A.C., for not less than three seconds, without flashover or puncture between insulated sections.

Order now for fast delivery:

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